

ESTABLISHED FEBRUARY, 1868.

DEBOW'S REVIEW

INDUSTRIAL RESOURCES

ETC.



EDITED BY J. D. B. DEBOW.

TABLE OF CONTENTS.

ART. I.—THE SOUTH DEMANDS MORE NEGRO LABOR. —Address to the people of Louisiana, by H. Debow, of Louisiana.....	497
ART. II.—THE ATLANTIC TELEGRAPH—AGRICULTURE AND MANUFACTURES. —Progress, by Geo. Fitchburg, of Virginia.....	502
ART. III.—THE AFRICAN SLAVE FLEET AND RIGHT OF SEARCH. —by Richard P. Cox, LL. D. of Washington City.....	519
ART. IV.—RELATION AND THE ADMINISTRATION. —No. 2, by Geo. Fitchburg, of Virginia.....	542
ART. V.—ORIGIN AND PROGRESS OF THE TELEGRAPH.	551
DEPARTMENT OF COMMERCE. —	
Memorandum on Fire Trade and Insurance Companies of New Orleans, 555; The Banks and Insurance Companies of New Orleans, 556; The Foreign Commerce of New Orleans, 557; Revenue of New Orleans, 558; Cotton and Tobacco Trade of New Orleans, 559; Commerce of Mobile and Company Sea Cotton Statistics, 1831-1855, 567; Broadwater trade of the United States, 568; United States Banking Capital, 570; Commerce with China, 570.	

DEPARTMENT OF AGRICULTURE. —	
Health of Negroes, 571; Cotton, Cause, Past and Present, 572; Wheat, Cause of the United States, 574; Shipping on the Gulf Coast, 576; Black Tongue, 578; Trees of California, 578.	
MANUFACTURES AND MINING. —	
Iron Mining and Railroad Iron, at the South, 579; Richmond River, 580; 5-8; Texas Oil Works, Mobile, 582; Manufactures in Virginia, 582.	
INTERNAL IMPROVEMENT. —	
Southern Pacific Railroad Convention, 584; Railroad of Texas, Tennessee, Georgia, Mexico, Florida, etc., 585; Telegraph to Cuba, 589.	
MISCELLANEOUS, STATISTICAL, ETC. —	
Development of the South, 589; S. C. Sea Islands, 591; Property in Intellectual Labor, 592; The Camels, 594; Paper Money, 595; Slave Translations, 596; South America, 598; Georgia School System, 597; Slavery in Texas, 597; Ashland, 598; 599; Western Steamship Line, 601; Northern Pacific Territory, 606.	
EDITORIAL NOTES. —	604.

OFFICE OF REVIEW, 307 F STREET, BETWEEN 12th & 13th, WASHINGTON D. C.; NEW ORLEANS, 54 CAMP STREET, TRUBNER & CO., LONDON.
Remittances or payments may be made to either office. Those by latter will be most convenient to the Editor at Washington. Terms, \$5 per annum.

Attention is particularly directed to my Steam Trains for the manufacture of Sugar, which are equal unexcelled to those of any other make, and are in process of shipment to the plant.

also designed to prepare to furnish Low Pressure, Locomotive, Steam, and Cylinder Boilers. Also, Steamers, Barges, and Junks. He will also take contracts for boilers and all the necessary connections, and the Fire Bricks, Grate Bars, Stoves, and Small Pipes, Valves, &c., Chimneys and Boilers; all of which will be furnished at the lowest and dry prices.

All work done at this establishment will be guaranteed equal in point of workmanship and material to any elsewhere, or elsewhere.

DAVID H. FOWLER

DE BOW'S REVIEW.

NOVEMBER, 1858.

ART. I.—THE SOUTH DEMANDS MORE NEGRO LABOR.

TO THE PEOPLE OF LOUISIANA.

In the last session of the Senate of Louisiana, a bill came up from the House, passed by a large majority of that body, to authorize the importation of negro laborers into the State. I was chairman of the committee which reported on that bill. The report was prepared by the able Senator from Jackson Parish, Gen. Kidd, and received the full approval and sanction of the entire committee. The subject is one of considerable importance to the people; and as the measure has been severely commented upon, I deem it proper to give them, through De Bow's Review, the views and reasons which influenced me in the decided support which I gave to it.

The policy of the increase of negro labor to supply the present and growing deficiency of that species of labor in the more Southern States, the only kind that can ever be stable and profitable, or that can effectually develop their resources and increase their wealth and prosperity, is now assuming that position and grave importance which it is entitled to, and which demands the deliberate consideration of the Southern people. The absolute necessity of this increase of labor is already forced upon us, and it only remains to be decided what kind of labor we shall employ, and how it shall be obtained.

It is not to be expected that a long settled policy of Government—which has been tolerated and acquiesced in, even though unwarranted in its enactment and unequal and unjust in its operations and effects—can be speedily changed, or the minds of the people brought promptly to acquiesce in the necessity of such change. Old Federal usurpations and enactments—growing out of unwarranted assumptions of power, that never had any authority other than toleration and submission on the part of the people, to give them force and effect—have withstood years of public contest and discussion before they have been made to yield to sound constitutional policy, and, at length, overthrown by an enlightened public

judgment. The Missouri restriction act against the extension of slavery has stood upon the Federal statute book, over thirty years, a black monument of Federal usurpation, injustice, and degradation to the South. The United States Bank—that unconstitutional monster, which aspired to reign over and rule the Government and people as a monied king—maintained its existence and its power through a series of conflicts with the Government, unprecedented in violence and audacity, for about the same length of time, before it was finally conquered and crushed by that stern and iron-nerved man, Andrew Jackson, at the head of the people, and the constitutional treasury inaugurated in its stead. The *protective tariff*, another old Federal assumption, has yet its zealous adherents; but its struggles for a continued existence are growing more feeble, and we hope, ere long, to see that unequal and unjust system gradually and entirely supplanted by the more equal and just plan of direct taxation. And still another relic of old Federal usurpation yet remains in full force, to the dishonor and injury of the Southern States, and in violation of their reserved rights; we allude to the acts of assumption by Congress, prohibiting the slave-trade and declaring it piracy. The history of the Federal Government, from its early existence, exhibits, undeniably, a continued exertion of its weight and influence adverse to the interests and growth of negro slavery in the South, to its healthy development and increase as well as to its extension into other territory where it does not exist. Year after year has Congress assumed and exercised powers over the question of negro slavery, in utter disregard of the limitations of the Constitution, and of the most unjust and oppressive character. At this very moment the weight and influence of the Federal Government are being brought into most vigilant requisition against the adoption of one of the most necessary, vital, and rightful Southern measures for the promotion of her agricultural prosperity and wealth that can possibly engage the attention of her people. The prohibition of the slave-trade by the Federal Government, and the long acquiescence and submission to this flagrant usurpation, has fixed and almost fastened upon the country a policy far more false and unjust to the South than either of those which we have already referred to; and it is in reference to this false policy, conflicting with the highest interests and rights of the Southern States, that the public mind is now being aroused and directed to the necessity and importance of a change, and the inauguration of one, more constitutional, just, and liberal, commensurate with the great interests of the South and the urgent necessities which demand it.

It cannot be denied that the Southern States—more espe-

cially those in which are grown the great staples of cotton, sugar, and rice—demand a greater number of negro laborers than can now possibly be acquired by natural increase or from those home sources which have heretofore yielded but a sparse supply, and this demand is rapidly increasing to such an extent that, unless it shall be supplied from other sources, the price of slaves will soon become so exorbitant, and the need for their labor so urgent, that their accumulation and concentration in the hands of a few will be the unavoidable consequence, and thereby a monopoly of slave labor will be established, whether designedly or not is a matter of no difference, eminently dangerous to the institution itself. Indeed, the price of negroes has already reached that point which is beyond the means of small planters, and they cannot afford to invest their small amounts of spare capital in a species of property that may be swept away by the diseases of the climate—perhaps, the very next week after its purchase—and thus, in the loss of one negro fellow, a three years' saving is gone with him. From two different and important points in this State, as evidence of what we have stated, we give the following authentic accounts of the ruling prices of slaves, and which we have no reason to doubt, are about the same in the other cotton States:

From the Louisiana Democrat, July 20th.

PRICES OF SLAVES IN RAPIDES.

At the Succession Sale of the slaves belonging to the Minor heirs of S. A. and A. X. Baillio, at the Court House, on Saturday, 17th inst., long sums were bid, as follows:

Mike, aged 50 years, brought.....	\$1,225
Dick, " 36 " "	1,835
Polly, " 20 " "	1,300
Julianne, aged 30 years, and two children, aged respectively 6 years and 1½ years, brought.....	2,245

Payments in three installments, 1st of April, 1859, 1860, and 1861, with interest after maturity.

There was a family of six other negroes, some children, sold by the Sheriff, as auctioneer, for \$3,300 cash.

We saw three other slaves pass at private sale for \$4,000 cash, making altogether fifteen slaves that changed owners on Saturday at respectable figures.

From the New Orleans Picayune, August 8th.

HIGH PRICE FOR SLAVES AT SHERIFF'S SALE.

Seven slaves were sold by the Sheriff yesterday, under orders of court, and without guarantee, at an average of \$1,538. The highest price was paid for Octave, aged about 26 years, \$2,050; the lowest was paid for Olivia, \$1,140. They were purchased for well-known prominent families. When such prices as these for slaves are obtained at Sheriff's sale, two things are clear—that they are in strong demand, and that they are not, as is commonly supposed, depreciated by being sold by the Sheriff.

It is evident and clear that the demand for slave labor is urgent, and that its supply is a necessary and, must needs be,

a highly beneficial policy. Indeed, should this supply be denied, and a continued prohibition kept up against the importation of negro laborers, as is now unjustly and unconstitutionally enforced by Federal authority, the evil consequences which will most surely follow, in a few years more, will far outweigh any that are possible, or may be supposed will result, from any material and well regulated supply of negro laborers from abroad.

We will now proceed to a more general investigation of this important question, and endeavor to present facts in relation to it worthy of the serious reflection of the Southern people. We need, then, more and cheaper slave labor than can now, or in the future, be procured from home sources.

First. To supply the increasing demands of the cotton and sugar States, the more fully to develop their agricultural resources, in order to keep pace with the rapidly increasing consumption of their staple products.

Second. To diffuse it more generally among the people, and thereby to consolidate and strengthen the basis of slavery where it already exists.

Third. To expand the area of slavery, by supplying additional territory with that species of labor, which, alone, is adapted to its culture and development, and thereby to enlarge the circle of the slave States, and establish the equality of the South within the Union.

FIRST.—By the census of 1850 the aggregate number of slaves of all the slave States, amounted to 3,204,313; it is estimated that in 1860 this population will reach 4,000,000. We do not believe it will reach that number if we may take the increase in Louisiana since 1850 as a fair standard for the general increase. The slave population of Louisiana in 1850 amounted to 244,985. The report of the State Auditor to the legislature of 1858 puts it at 264,985—an increase of 20,167, or about twelve and a half per cent. for seven years. At this average increase for the remaining three years, and we shall have a slave population in the State in 1860 of about 272,000.

The slave population of the cotton-growing States has increased less rapidly since than previously to 1850, owing, doubtless, to the high prices of slaves which have been going up regularly since that time; and owing, also, to the increase demand for their labor in the tobacco and wheat-growing States of the South. In the eight cotton growing States, viz: South Carolina, Georgia, Alabama, Mississippi, Louisiana, Florida, Arkansas, and Texas, the total number of slaves, male and female, aged fifteen years and up to sixty, whom we class as *laborers*, amounted in 1850 to 933,886; the total

slave population in the eight States, at the same time, amounted to 1,750,607; up to 1857, we compute it to have increased to 1,900,607, which will proportionately increase the number of laborers of fifteen to sixty years to 1,013,905; from this number we may safely deduct twelve and a half per cent. from those otherwise employed, as mechanics, house servants, and other labors not agricultural, and we have the total number of *field-laborers* of the cotton States for the year 1857, at about 925,000 in round numbers, which, at an average of three and one-third bales to the hand, old and young, male and female, gives the cotton crop of that year at 3,083,000 bales; the actual crop was 3,100,000 bales, showing the correctness of our basis of estimation.

The slave population of Louisiana, in 1850, of 244,809, gave 145,652 laborers, male and female, of fifteen years to sixty; the increase of our slave population up to 1857 gives, in the same ratio, 157,645 laborers for the State; from this number, in consideration of the slave population of New Orleans of 22,000, or 23,000, we deduct the proportion of 11,000 as laborers, leaving 146,645 for the balance of the State; from this number we must now deduct twelve and a half per cent. for those otherwise employed, and we have in 1857 the number of 133,830 actual field-laborers for the State, male and female, aged fifteen up to sixty years. By the report of the State Auditor, already referred to, the returns of amount of lands cultivated in the State from all the parishes but four, amounted in 1857 to 1,600,000 acres; to which, add 100,000 more for the other four parishes, and we have upwards of 1,700,000 acres cultivated in the State in 1857 by 133,830 field-laborers, aged fifteen to sixty years—an average of about thirteen acres to the hand, which we consider very full cropping when we class those of fifteen and sixty years as full field-hands.

We have seen that the number of field laborers in the eight cotton States in 1857 amounted to 925,000, male and female, aged fifteen to sixty years; allowing an average of three and a half bales to the hand, and we have the cotton crop of 1857-'58 as estimated in this way at 3,237,500 bales; the actual crop of the same year falls short of these figures by some 100,000 bales, although the year, in all respects, was as favorable as usual. It is clearly evident that the number of negro laborers is far short of the wants and demands of the cotton and sugar States. If the aggregate slave population shall reach 4,000,000 in 1860, the proportion, as compared with the ratio of increase up to 1857, for the eight cotton States, will be about 2,100,000; this will give about 1,120,273 laborers for 1860, aged fifteen up to sixty years inclusive, male and female; from which, we deduct twelve and a half

per cent. for those otherwise employed, and we have for 1860, in the eight cotton States, 1,022,945 field laborers, and allowing three and a half bales to each hand, and we have the crop of 1860, with a favorable year, at 3,580,307 bales. We will venture the prediction that it does not go over those figures, if, indeed, it does not fall below them.

The increased demand and consumption of cotton have already exhausted all previous surpluses, and now overreaches the production. The crop of 1858, to 1st September, (see New Orleans Price Current,) assumed at 3,100,000 bales, whilst the total exports to foreign countries for the same time amounted to 2,329,283 bales—an increase of 215,167 bales over the previous year. The crop of 1857-'58 is undoubtedly an average one; the weather or season for its growth and maturity were averagely favorable, and if it has been no larger, the most reasonable cause is the want of more labor for the cultivation of more lands in cotton. The foreign demand upon the crop of 1857-'58, ending 1st September, will be scarcely supplied, or, if fully, then our home demand must be considerably diminished.

The following statistics will show the immense increase in the use and consumption of cotton in Europe for the last twenty-five years:

Exports of cotton from the United States to Great Britain and Ireland alone, for the last twenty years.

From 1833 to 1840.....	1,841,159,598 pounds.
" 1841 to 1845.....	2,490,879,279 "
" 1846 to 1850.....	2,494,453,334 "
" 1851 to 1855.....	3,424,502,072 "
Single year 1857.....	969,318,896 "
Single year 1858.....	1,056,130,546 "

Total quantity exported from the United States to all countries for the last twenty-five years, as follows:

From 1831 to 1835.....	1,695,970,409 pounds.
" 1836 to 1840.....	2,621,469,414 "
" 1841 to 1845.....	3,443,757,674 "
" 1846 to 1850.....	3,551,036,317 "
" 1851 to 1855.....	5,128,235,805 "

The general European consumption from all countries since 1850, has increased as follows:

In 1850.....	2,451,000 bales.
1851.....	2,618,000 "
1852.....	3,112,000 "
1853.....	3,013,000 "
1854.....	3,116,000 "
1855.....	3,316,000 "
1856.....	3,673,000 "

The European supply, from other countries than the United States, is not increasing at this time; in fact, the supply from those sources in 1858, is estimated at 200,000 bales less than

in 1857; and unless there shall be a supply of more labor to increase the production in the United States, adequate to the wants of Europe, it will necessarily force renewed perseverance and most strenuous efforts to produce a supply in other countries which may ultimately prove successful and of incalculable injury to the cotton-growing interest of the South. In the English Parliament, of this year, this subject was earnestly discussed. The West Coast of Africa seems to promise more favorable prospects than India. In reference to this subject, Lord Palmerston said:

"We shall find on the African coast a most valuable source of supply for the article of cotton, which is essential to our manufactures. It is considerably nearer to us than India; its cotton districts are more extensive; access to them is more easy; I will undertake to assert that our commerce with that coast for this all-important article will, in a few years, prove far more valuable than that with any other portion of the world, the North American States excepted." On the same occasion, Sir John Pakington held this language: "The fact is, that we are looking for a supply of cotton from Africa, where alone we can expect to obtain what is so indispensable to the industry and commerce of this country; this end we can achieve only by crushing the slave-trade, and protecting regular industry by our fleet."

Mark it, there are two purposes here distinctly set forth to crush the slave-trade, in order to cut off from the South additional negro labor for the production of cotton, and to use that labor on the Western Coast of Africa, to produce a sufficient supply from that source to compete with the Southern production of the United States. The great policy of the cotton States of the South is so to regulate the production of cotton, in sufficient quantity, in quality and price, as to be able to *supply the world* against all competition and all attempts to produce it in other countries.

The consumption of cotton in the United States since 1850 ranges as follows:

1849-'50.....	448,000 bales.
1850-'51.....	404,000 "
1851-'52.....	603,000 "
1852-'53.....	671,000 "
1853-'54.....	610,000 "
1854-'55.....	593,000 "
1855-'56.....	694,000 "
1856-'57.....	702,000 "
1857-'58.....	824,000 "

Showing also a steady increase in the home demand, and though not so rapid as in Europe, but from the growing and rapidly increasing population and prosperity of the vast territories of the great West, will soon outstrip and run far ahead of it.

It is a fact that there has been no increase in the production of cotton in the Southern States since 1851; the annual crop stands as follows:

Crop of 1851-'52.....	3,015,000 bales.
" 1852-'53.....	3,362,000 "
" 1853-'54.....	2,930,000 "
" 1854-'55.....	2,847,000 "
" 1855-'56.....	3,527,000 "
" 1856-'57.....	2,940,000 "
" 1857-'58.....	3,100,000 "

The crop of 1855-'56 is apparently greater than any other year; but the fact is, that some 250,000 bales of the previous year's crop was kept back, in consequence of the extreme low water of all the upper rivers, and added to the crop of 1855-'56.

We have seen that the increasing demand and consumption of cotton, both in the United States and in Europe, have been rapidly gaining upon and exceeding the supply. We have estimated the crop of 1860 upon the basis of our calculation at 3,580,307 bales, with our doubts of its going up to that mark, for the very best reason that there will not be the labor to produce it, unless the year is extremely favorable. The home consumption, from 1850-'51 to 1855-'56, increased from 400,000 to 693,000 bales; at this rate of increase it will require in 1860-'61, 1,000,000 bales at least to supply the home demand. The general European consumption has increased from 2,451,000 in 1850 to 3,673,000 bales in 1856; at this rate of increase, to 1860-'61, it will require nearly 5,000,000 of bales to supply the general European demand, and thus will stand the figures in 1860-'61:

General European demand, say.....	4,900,000 bales.
Home demand.....	1,000,000 "
<hr/>	
Making the total demand at.....	5,900,000 "
Estimated crop in 1860.....	3,580,000 "
<hr/>	
Leaving to be supplied from other countries...	2,320,000 "
The imports into Europe from other soils in 1856	
was 843,000; in 1857, 1,096,000; and in 1858,	
850,000 bales; in 1860, say.....	
<hr/>	
Leaving a clear general deficiency from all sources in 1860, of.....	
<hr/>	
1,320,000 "	

For the supply of this general deficiency short of the demand in 1860-'61, the cotton States of the South must be looked to; but how is it possible for them to supply it without the labor necessary to produce it? It will require a crop of 4,900,000 bales to do it, which, with an average season, will require a supply of at least 350,000 additional field-hands, at three and a half bales to the hand. Where are they to come from? Not from Virginia, Maryland, or Kentucky; negro laborers are too valuable in those States for the production of tobacco, wheat, and other valuable commodities, to be dis-

posed of; they are all, if not more, needed where they are, and they could not be purchased under an average of \$1,000 each, and at an aggregate cost of \$350,000,000; for recollect they are field-hands that are wanted.

The aggregate amount of uncultivated lands in the eight cotton States is immense; their area, in square miles, is 575,000, and they contain over 368,000,000 of acres, but a very small proportion of which are under cultivation. A vast extent of Southern soil of the highest fertility, and most admirably adapted to the production to every valuable species of agricultural commodity, yet remains, in the cotton States, an useless waste for the want of that kind of labor which alone can be useful for its cultivation.

The State of Louisiana contains 29,715,200 acres of land; how much of this is uncultivable we are unable to say. By the report of the State Auditor to the last Legislature, the number of acres *owned and uncultivated* was 5,670,079. In reference to these lands alone, 100,000 additional African negroes can be most profitably employed in Louisiana, and still leave 4,370,000 acres, owned and uncultivated in the State, besides the immense quantity of public lands. Thus are the great agricultural interests of the South cramped and contracted; a supply of needful labor prohibited to her people, and the valuable resources of the cotton and sugar States, together with the necessary development of their vast wealth and power, restricted and fettered by the foolish prejudice, hypocritical cant, short-sighted and false policy against the importation of negro laborers from abroad.

But, as we have stated in the outset, the absolute necessity of an increase of negro labor is already forced upon us, and it cannot be avoided, except at the hazard of more serious injury to the great interests of the South than could possibly befall her from any other cause. The people of the cotton States, seeing and feeling the shackles that are unjustly thrown around them, will speedily demand their release, that they shall be left free in the exercise of those rights which they have never alienated, and the employment of those means which shall conduce most to their welfare and happiness. Already is Europe forced to endorse the demand and the employment of negro labor. The Northern States will soon find it necessary, and the better discretion, to second that endorsement; indeed, their greatest interest and highest prosperity are inseparably involved in the employment of negro labor in the South, and every blow they may attempt to strike against it falls upon their own vitality, and still more exhausts the bread and raiment of their existence, whilst it will surely hasten the day when the slave States will find a

union with them no longer tolerable. The Northern people will find it to be their wisest policy to sanction the demands of the cotton-growing States for more negro labor, and to aid them in the acquisition of more slave territory.

SECOND.—*To diffuse negro slavery more generally among the people, and thereby to consolidate and strengthen its basis where it already exists.*

In 1850, the number of slaveholders in all the slave States, with a white population of over six millions, was 347,525; of this number 68,820 held but one slave each, and 105,683 held under five slaves each—showing that 174,503 slave owners held but 385,869 slaves, whilst 173,022 held the balance of the whole slave population—amounting to 2,818,444.

In the eight cotton States the number of slaveholders ranges as follows:

S. Carolina, No. of slaveholders	25,596	of which	9,656	hold under 5 slaves each.
Georgia...	"	"	38,456	" 18,270 " 5 each.
Alabama...	"	"	29,295	" 12,941 " "
Mississippi,	"	"	23,114	" 9,886 " "
Arkansas...	"	"	5,999	" 3,334 " "
Texas.....	"	"	7,747	" 4,575 " "
Florida....	"	"	3,520	" 1,690 " "

In Louisiana, with a white population, in 1850, of 255,491, and a slave population of 244,809, there were but 20,670 slaveholders; of this number 4,797 held only one slave each, and 6,072 held under five slaves each—making 10,869 who held, in all, about 25,000 slaves, and 9,801 who held the balance of the slave population of the State—amounting to 219,809. Such has been the high price of slaves since 1850, that the number of slave owners in the cotton States cannot have increased but slightly up to this time; perhaps the only material increase has been by the immigration of slave owners from other slave States to the cotton States. At the present high prices of slaves, the number of slaveholders cannot be expected to increase by purchase, as purchases are now most generally confined to those who already hold slaves, and more especially to the larger class of slaveholders.

These statistics and facts require no comment; every intelligent mind must see, that with the present and increasing deficiency of negro labor; the high and still advancing price of negroes; the rapidly increasing demand for cotton and sugar over the supply, or the ability to supply, to what serious consequences such a state of things may inevitably lead, unless they shall be corrected by wise policy, and timely and wholesome legislation. What shall that policy and legislation be for Louisiana? There is, unquestionably, no design, or purpose in any one to build up a slave aristocracy, or a

monopoly of negro labor; but those natural tendencies which arise from such a state of circumstances, in relation to negro labor, and the production of cotton, as now present themselves, are, most certainly, and not slowly leading to such results, contracting an institution that should be general and broad, to a more diminutive basis, and weakening the strength of its foundation. When we reflect that in Louisiana, with a white population of over 300,000 at this time, only some 12,000 hold the great body of the slave population—say 225,000 out of 275,000 slaves; with this disparity regularly increasing, the conclusion cannot be avoided that some adequate policy ought to be adopted, which, while it should not effect the rights and privileges of any, shall more generally diffuse the institution and extend its benefits to the reach of a larger number of the people; and there is no class of our citizens, we are confident, who would more readily urge such a policy than our present slaveholders of Louisiana, whilst, at the same time, they would also equally participate in its benefits. The only measures that we can now see, calculated to effect this most desirable object, are: first, to reduce the price of slave labor by authorising the importation of negro slaves from Cuba, Brazil, or Africa, so that the poorer classes of our citizens, with their smaller means, shall be able to purchase and supply themselves with negro labor; second, to exempt one slave, to each and every person, from execution and sale, and thereby insuring to every citizen the certainty of holding one slave, under whatever misfortunes that may befall him, and to encourage others to possess themselves of at least one or more slaves, as assistant laborers, either as cultivators of the soil, or as mechanics. Such a measure could not injure the rights or interests of any one, whilst it would benefit thousands, and greatly strengthen the institution of slavery everywhere.

As regards the first of the measures here proposed, the right of the State of Louisiana to authorize such importation, is a controverted question. "With a vast quantity of wilderness lands in the cotton States yet to settle, subdue, and improve; with its numerous swamps to drain, and poor uplands to improve and enrich, it places the cotton-growing industry, enterprise, and interest of the South in an unequal, unjust, and unnatural position, to prohibit the importation of negro laborers adapted to the work of such a climate." In our humble opinion, if the legislature of Louisiana shall deem it proper to authorize the importation of negro slaves from foreign countries into the State, there is no power that can rightfully prohibit it. But such Southern editors, as they of the Richmond "*South*" and "*Enquirer*," would call this

an *infamous traffic—a piracy*; but the people will not believe it to be so. Would a Louisiana planter, in going to Havana, and purchasing half a dozen negroes for his plantation, believe that, in so doing, he was any more guilty of an infamous act or a piracy than if he should go to Richmond and do the same thing? Indeed, if any infamy or piracy be attached, in either case, it would be in the latter, for in that case, he would be *robbing himself* of his own rights, and at a higher cost. The African slave-trade was not piracy previous to, or from the adoption of the Federal Constitution up to 1808; that Constitution does not authorize Congress to *create*, or declare, *new piracies*, but simply to *define and punish piracy*. *Define* cannot mean to *create*, to make *new things*; and if Congress had no power to declare the slave-trade as piracy for nearly twenty years after the adoption of the Constitution, from whence has it derived that power since? We hardly think that any sound Virginia statesman will sanction this act of Congress as constitutional; certainly most unjust and oppressive to the slave States.

The power over negro slavery, with all its appertaining rights as property, is reserved to each State, to be exercised as their own discretion may authorize and direct. There is no power vested in the Federal Government *over* negro slavery, either inside or outside its territorial limits; whilst, at the same time, it is bound to protect it as a common right of its citizens wherever it finds it in their possession, as any other property. The Chief Justice of the United States, in his great decision upon this question, says: "The only two provisions (of the Constitution) which point to them, and include them, treat them as *property*, and make it the duty of the Government to *protect* it." The Supreme Court of Virginia has lately decided to the same effect. No other authority beyond these two provisions can be constitutionally exercised by the Federal Government in reference to slavery; and the State of Louisiana has the full and clear right to authorize its citizens to import negro slaves from Cuba or Africa under such regulations as it may deem proper to make, and the Federal Government has no right to interfere for any other purpose, than to *protect* the rights of the owners in such slave property.

THIRD.—*To expand the area of slavery, by supplying additional territory with that species of labor, which, alone, is adapted to its culture and development, and thereby to enlarge the circle of the slave States, and establish the equality of the South within the Union.*

The policy of acquiring additional southern territory, that requires negro labor for its culture and development, in order

to extend the area of slavery and enlarge the circle of the slave States, is now seen to be a necessity, and meets the general approval of the Southern people; indeed, it is regarded as a settled and vital policy that cannot be abandoned, or permitted to remain dormant and inactive. The acquisition of Cuba, where slavery already exists, will give important strength to the South, and vastly enlarged benefits to her commercial interests as well as to the whole Union, and upon which the regeneration of Hayti may soon follow; yet, with the annexation of Cuba, the South will only have made an important step towards her future greatness and power. The great eye of the South has become steadily fixed upon Central America; it sees there a vast extent of territory yet in the wild luxuriance of its native growth—a soil yet untilled, as fertile as God's earth can be, that will yield, in abundance, all the tropical and staple productions that can add wealth and luxury to mankind, but with a climate that renders negro labor, alone, absolutely necessary for its cultivation—and the development of its rich agricultural resources, some idea of which may be gleaned from the following statement of facts recently given by the British consul, G. H. Foote, Esq., at San Salvador, who has long resided in the State, and has been engaged in raising cotton and coffee. He says:

"I am planting, according to my capital, slowly, and surely, both coffee and cotton. The cotton of this country is of a beautiful fibre, short staple, but as fine as silk. In no part of the world have I seen such a fine staple as that in a parcel grown near Izaleco. My own small crop is not a bad specimen, although grown between my coffee trees. On some of the shrubs I counted ninety to one hundred bolls.

"The climate is peculiarly adapted to cotton planting. We plant in August. From the time of planting until the boll is formed and ready to burst, we have warm, gentle showers, and only occasionally heavy ones; but having intervals of sun, the rains never drown or injure the plant. This continues until about the end of the month of November, when the rains cease altogether, the boll bursts, and the cotton shows itself—fine, white, and unsullied. Nature has done all for Central America—man, nothing as yet; but it is impossible that a country so blessed in climate and productiveness can remain much longer unknown to the world."

Nicaragua, Musquito and Honduras, which join and form a compact and immense area of uncultivated territory, some hundred million of acres, can never be successfully cultivated except by negro labor. Nicaragua will make a most beautiful and wealthy agricultural slave State. The larger portion of it consists of plains and gentle slopes of fertile soil, eminently favorable to agriculture, but very slightly cultivated. Corn, rice, beans and plantains are raised in great abundance; its staple products are cotton, sugar, coffee, tobacco and indigo, both climate and soil being highly adapted to their growth in abundance and perfection. Nicaragua contains about 30,000,000 of acres, a little larger than Louisiana, and the total

amount of her exports of cotton, sugar, coffee, tobacco, indigo and all others, together, amount only to some \$900,000 annually. What a field for the successful and beneficial employment of negro labor! With one hundred and fifty thousand negro laborers gradually introduced into Nicaragua, regulated and applied to agricultural labor by Southern planters, it would soon become one of the most desirable and wealthy of the slave States.

Musquito is yet entirely an Indian country; its limits are not fully ascertained; it lies north of Nicaragua, along the gulf, or, more properly, the Caribbean coast, and contains not less than 20,000,000 of acres, two-thirds the size of Louisiana. The soil of the whole country is exceedingly fertile and highly adapted to the growth of cotton, sugar, rice, indigo, and other tropical products. A hundred thousand negro laborers would make Musquito a slave State of considerable importance.

Honduras is the largest of the Central American States; it lies adjoining north and west of Nicaragua and Musquito, and contains over 45,000,000 of acres, with a varied soil adapted to all the staple tropical productions, but very partially and indifferently cultivated. The mineral wealth of this State, in gold, silver, copper and lead, is said to be considerable. The value of its exports, of all kinds, amount only to about \$750,000 annually, and this is the best evidence of the need of a vigorous Southern population and negro labor to make it a slave State worthy of the South. It is not necessary that we should further speculate upon Central America; the South has set her heart upon it, and the sooner it is acquired by her people and annexed, the better; but the process which shall "Americanize" it, must also Southernize it. Let that process be looked to.

We need not now look to the future of Mexico; sufficient unto the day is the great work already laid out before us and necessary to be accomplished, and which demands the united energies and efforts of the Southern people. Mexico, with the character of her population and the backward stage of their civilization, is yet too large ever to be stable and permanent in her government: her people are yet ignorant and incapable of self-government, and the larger the extent of her territory, the more of anarchy and confusion prevails, and the less her ability to rule her people. One resolute Southern man, with military skill and statesmanship, at the head of fifteen hundred men, from the Southern States, in the city of Mexico, would create order and harmony out of chaos and confusion, establish regulated liberty, with a free and permanent government, spread the mantle of peace over that distracted land, and insure the blessings of prosperity and hap-

piness to its people. We would barely intimate, for the present, that Tamaulipas, New Leon, and Cohahuila, embrace a most extensive and desirable territory for negro labor.

In conclusion, it has been asserted that the slave-trade, once reopened, would flood the country with miserable Africans, &c.; this idea is so preposterous and absurd that it scarcely requires notice. From the adoption of the Federal Constitution to 1808, or from 1790 to 1808, when nearly all the States held slaves, and the "*infamous traffic*" was not only free, but protected by the Government—a period of nearly twenty years—only eight hundred thousand slaves were imported in all that time; and the whole number ever imported into the country previously, and including the period just named, did not exceed three hundred and seventy-five thousand. It has been seriously asked, "if *one hundred thousand* slaves might not be imported into a single State in one year? What an idea? At the low price of \$300 each, it would require an investment of *thirty million* of dollars; the whole eight cotton States would not have that much spare capital to invest in slaves for three years put together. Suppose the eight cotton States wanted a hundred thousand additional negro laborers each, which they will actually require by 1865, these, at \$300 each, would require an investment of two hundred and forty million of dollars, and a fleet of one thousand three hundred vessels, of three hundred tons each, and making two trips in one year, to import them." But why dwell upon this absurd idea of flooding the country with these negro laborers? It is like all other trades, it requires capital to carry it on, and is governed by the same law of all other trades; that of supply and demand and the profits that may justify it. Besides, the States have the whole control of the matter, each for itself; and either one may forbid the importation of a single negro within its border, if it shall so determine, or import whatever number it may want.

Again; there is a species of immorality, even infamy, attempted to be associated with, and thrown around the trade in African negroes. This first originated in English philanthropy, which is always governed by English interest, and she is far more philanthropic about it now than ever before, because her interest is more seriously threatened by it. England sees, very clearly, that if the slave-trade is open to the cotton States of the South, it will have the certain effect of cutting off her own supply of negro labor for western Africa, and, of consequence, she will not be able to compete with the Southern States in the growth of cotton. Whilst the Southern planter is in the market for the purchase of African negro

labor, England cannot expect to procure it so cheap as she now does, or at such reduced prices as would justify her in attempting to produce that supply of cotton for which she is now compelled to look to the United States. We do not wonder then at the extreme anxiety and vigilance which England now manifests in reference to the slave-trade; there is a deeper interest than either morality or philanthropy at the bottom of it. England has no objection to the employment of African labor as long as she can monopolize it on her own terms, for little or nothing; but when Southern planters desire to possess themselves of some of this labor, all at once the slave-trade becomes most horrid and infamous, and must be exterminated by all means; and even in the slave States themselves, these English denunciations and this English morality are re-echoed and imitated with that hypocritical sanctity that would astonish Belzebub himself.

The negro of Africa is peculiarly fitted for the great purpose which is evidently designed for him in his creation: all the efforts to enlighten, improve, and raise him above his natural condition and the order of his creation, have utterly and hopelessly failed, save only, and preciously little, by that one and single means, **SLAVERY**, the purpose of his creation. The mysterious designs of God, in his great creation, are hidden treasures to mankind, until He, in his infinite wisdom, shall develop them to his creatures when the time and the hour shall require it. In the very nature and characteristics of the African negro, he is fitted only for slavery, and slavery for him; impervious to the burning suns and miasmas of the tropics, hardy and enduring, docile and manageable, ignorant and timid with the natural instinct of his inferiority and dependence, he takes to his natural element of slavery with that alacrity, cheerfulness, and submission, that marks, unerringly, the purpose of his creator. That great purpose is now being unfolded and developed, and the civilized world will see and feel its truth. Africa was designed to supply that great field of labor—which is to clothe, and, in a great extent, to feed the world; to develop the mighty wealth that lies buried in the vast and rich soil of the tropics, where the white man fleeth from toil for his life, and the poor, puny attempts of crazy men and fanatics to subvert this grand design of the creator, sinks down into that utter insignificance that can only be conceived of or imagined, in the ridiculous idea of a contest between a whining abolitionist and the Great God, to change the order of his creation.

Respectfully, your fellow-citizen,

EDWARD DELONY.

CLINTON, LA.

ART. II.—THE ATLANTIC TELEGRAPH, ANCIENT ART, AND
MODERN PROGRESS.

WE were standing near the Capitol, a short time since, admiring its grandeur, its beauty, and its magnificence, and reflecting with pride on the greatness of our country which already required additions to the building larger than the original structure. Additions which, even if they somewhat mar the symmetry of the building, will more than compensate for any want of harmony of proportion in the historical associations which they will always excite in the mind. The original building is of coarse free-stone, and its architectural construction comparatively plain. The vast wings that have just been added are of fine marble, and all the workmanship most costly and elaborate. But a sudden feeling of mortification passed over us when I reflected here are displayed American growth, American wealth, American handiwork, but there is no American thought here—that is, all Greek—it is a Grecian Capitol reared in America. Architecture has undergone no improvement for two thousand years; and the eloquence that oft reverberates within the magnificent Halls of this Greek structure, is but an unconscious attempt to imitate Grecian models. Demosthenes is still the great master of oratory; we say "*he is*," because he yet lives with us in his Phillippics. He might well have exclaimed with Horace, "*Non omnis moriar.*"

Homer is the father and the greatest of poets: he has been imitated for more than two thousand years, but never equaled. The Greek tragedians excel all others, unless Shakspeare be an exception. Pindar and Horace, as writers of odes, are incomparably superior to any of the moderns. In historical composition, Herodotus, Thucydides, Livy, Tacitus, and many others of the ancients, are the masters from whom the moderns learn their art. The Greeks surpassed all who have succeeded them in the art of sculpture, and no doubt in painting also. There has been no advance, no improvement, in the science of politics, of ethics, of economics, of pure metaphysics, or of logic, since the time of Aristotle; and one of the fruits, and best fruits, of the social and political reaction, which is now progressing, will be the revival of the study of Aristotle. The pretended discoveries of Bacon, in the art of logic, was but the giving names to things, that every one, who reasoned at all, had been practising throughout all time. What Butler says of rhetoric is equally true of logic:

"For all the Rhetoricians rules
But teach to name his tools."

Though "reading and writing (do not) come by nature," the art of reasoning does; and there is not a county court in the Union at whose bar there is not a better practical logician than Bacon or Aristotle.

In medical science and in agriculture the world seems to have been stationary for two thousand years; for crops have not improved, the implements of agriculture scarcely changed at all, and the labor of farming and of rearing agricultural products has not been lessened. We have no reliable evidence that human mortality is less now than in the days of the remotest antiquity.

Whilst we were indulging (for melancholy is often the indulgence of an idle man) in rather gloomy reflections on this immobility, if not retrogression of mankind in all the field of art, the news of the success of the Atlantic Telegraph reached us, and suddenly gave a new, hopeful, and triumphant turn to our thoughts. By-the-by, we would here remark, that the swelling pride and exultation felt and expressed by high and low, on this occasion, as if each one had participated in this grand achievement, is a phenomenon that speaks well for human nature, shows an innate consciousness of the oneness of mankind, and seems to say, "why man has done this glorious deed, and I am *man*!"

When our surprise, our wonder and exultation had somewhat cooled down, we begun to ask the question, *cui bono*? What good is to come of all this? Have not all the mighty discoveries and inventions in physical science and mechanical construction of modern times but increased the distinction and aggravated the sufferings of the toiling millions? No! (the thought flashes across my mind.) Till the other day these improvements and these inventions had that effect. But within a few years past the rich fruits of modern progress have descended to the masses. Starving Ireland has been suddenly relieved of a redundant population, and she is starving Ireland no longer. Germany is annually sending out by hundreds of thousands her industrious, intellectual, but once dense population, to new, fertile, unoccupied lands, that invite the hands of the husbandmen. Our West is filling up; swarms of immigrants are settling on our whole Pacific coast; Texas and New Mexico are no longer idle wastes; the great continent of New Holland, in fine, all the vacant spaces of the earth are opening their bosoms to receive and to cherish the destitute and the oppressed. The excess of toil, and the incubus of poverty, which have made life with the masses in western Europe but one prolonged agony, are about to give way to happier times. These mighty results are all the fruits of new discoveries in physical science, of new inventions and

mechanical contrivances—in fine, of modern progress. The compass, the merchant-ship, the steam-ship, the railroad, the steam-car, the cheap and rapid mail, and that lightning messenger, the telegraph, combine to keep together those whom they but seem to separate. The steam-ship and the steam-car will in vain convey us from country, from friends, and from kin, to the far off antipodes; for the telegraph, with lightning speed, will bring country, friends and kin to our door. But for modern facilities of intercommunication of “hearing from home,” there would be much less emigration. So eminently social is man’s nature, that there is at all times, in civilized communities, that intercommunicate much more sameness of thought, and of feeling, than the unobservant and the unlearned are aware of. We think it is hardly chimerical to predict—looking to the rapid extension of the telegraph, and especially to this, its last and greatest triumph—that, ere long, it will become, with its thousand ramifications, the nervous system of the earth, and will so bind men together, that, in a great degree, one thought and one feeling shall fill all minds and pervade all bosoms; at least, it cannot but become a mighty agency in diffusing civilization and preserving peace.

Modern progress excels ancient art. The moderns are far ahead of and superior to the ancients, for they have retained all the knowledge, and all the arts of antiquity, and added vastly thereto. It is almost needless to remind the reader of the hundreds of labor-saving machines of modern invention. These inventions have so far redounded chiefly to the advantage of the wealthy, but no doubt the time is at hand when all will show their benefits. This result will occur so soon as the dominion of capital over labor becomes less rigorous and exacting. Emigration to new countries, in a great degree, relieves the labor from the grinding dominion of capital; for in such countries labor is scarce, in great demand, and well paid. But emigration, where it is extensive, is as advantageous to those who stay at home as to those who stay away; for by lessening the number of laborers left behind, it begets an increased demand for labor, competition among employers, and higher wages and constant employment for operatives. We have taken but one view of modern progress, and that, as connected with the telegraph, because the successful laying of the Atlantic telegraph was the occasion of our writing.

It is very fashionable to charge the present age with being utilitarian in all its objects and pursuits. The charge is in great measure true; but we think the tendencies of the age are in great measure owing to the fact, that after two thousand years of arduous and continuous experiment, the world has

discovered that if the ancients, especially the Greek, had not attained perfection in the fine arts, they had at least approached it as nearly as is permitted to man. (We employ the term fine arts in a broader sense than is probably justifiable, for we include poetry and elocution as well as architecture, sculpture, painting, &c.) Now the world instinctively perceiving this fact, has turned all its efforts to the prosecution of the study of the physical and exact sciences, in which direction progress and improvement seem indefinite, and each step of progress promises, in the application of new discoveries, to add something to the comfort and convenience of man. The ancients scorned to employ philosophy for purposes of utility; they valued knowledge only as an intellectual treasure. The moderns prosecute and employ science solely for purposes of utility. Knowledge is certainly desirable for its own sake, for it confers happiness as well in its pursuit as in its possession, and tends to elevate the sentiments and purify the heart of its possessor, but it is chiefly desirable as a means of promoting the happiness and well-being of mankind. The utilitarian philosopher of to-day has as noble and elevated purposes and pursuits as the most abstract dreamer of the old Platonic school.

The reader will be sure to ask himself the question: And why is it, that whilst such wonderful progress has been made in the physical and exact sciences, and in their application to utilitarian purposes, has nothing, nay, less than nothing, been done towards the advancement of the other sciences and the arts? The subject is one of extreme doubt and difficulty, and the suggestions which we shall make, by way of solution, are put forward with much hesitancy and diffidence as to their correctness.

Poetry, oratory, and historical and biographical writing, have chiefly to do with man, his passions, affections, motives, and pursuits, and with external nature—in these there has been no change for two thousand years. Men and external nature, *as they now exist*, are better described in the Old Testament than by the latest poet or novelist. As no new phenomena have arisen, or can arise, there is no chance of improvement in this direction, unless some one should arise superior in intellectual capacity to the ancients. But no one has appeared, or will appear, who will equal them, because the simplicity of their mode of living gave them time for concentrated and continuous thought, and uninterrupted attention. Homer and Milton, two of the greatest poets, were blind; and probably owed much of their greatness to their blindness, which enabled them the better to absorb their thoughts in reflections on the subjects on which they wrote.

There is a useful moral in the small house of Socrates and the tub of Diogenes. They wished to exclude all bores and troublesome visitors, who would interrupt their philosophical studies, break their chain of thought, and divert their attention. Modern discoveries and inventions, aided by the restless caprices of fashion, have introduced such a multitude of artificial wants, that half of the time of most men, however rich, is employed in supplying those wants, and the other half haunted with plans and schemes to supply them. The greater simplicity of the lives of the ancients is quite sufficient to account for their intellectual superiority. We have unpremeditatedly anticipated the suggestions we intended to offer on the want of progress in the sciences of pure Metaphysics, Politics, Ethics, and Economics. These, too, have to do with man, his habits and customs, passions and propensities, and with the faculties, organization, and operation of his mind. Here experience has added nothing to the stock of knowledge—no new phenomena have appeared—for man, to-day, is in mind and body as like man of three thousand years ago, as the hens' eggs of the days of Pharoah were to those layed yesterday.

In medicine and agriculture no advance has been made, because the secrets of vegetable and animal life, health and disease, and what will promote the one and prevent the other are, and ever will be, hidden from mortal ken. New diseases appear and old ones disappear both in the vegetable and animal kingdom, and none can account for their causes, their appearance or disappearance. It is quite as much as the physician and the farmer can do to keep up with the changes. Medicine and agriculture are useful and necessary, but continuous progressive improvement in them seems hopeless. Often, for a time, great progress appears to be made, when suddenly new diseases and blights appear, which prostrate and destroy both men and crops, and baffle the skill alike of the physician and the farmer. Architecture is a matter of taste, and the world has agreed that in the whole domain of taste, the Greeks are to be copied and imitated. Improvement is hopeless, because there is no attempt to improve, but to imitate. No one reared in Southern Europe would have invented Gothic architecture, because it is a gross violation of Grecian rules of art, which all are taught to revere and obey. Besides, we think, that Greek architecture, like the honeycomb, is perfect, and that, therefore, although new combinations may give us agreeable varieties, nothing can be hoped for more beautiful or more excellent than the Ionic, Doric, and Corinthian.

ART. III.—THE AFRICAN SLAVE FLEET AND RIGHT OF SEARCH.

The following exposition is from the pen of one of the ablest jurists of the District of Columbia, and is given to the readers of the Review from the author's manuscripts, as other articles, pro and con, have been given by us upon this recent and very important topic.—EDITOR.

THE PRESENT STATE OF THE AFRICAN SLAVE-TRADE—AN EXPOSITION OF SOME OF THE CAUSES OF ITS CONTINUANCE AND PROSPERITY, WITH SUGGESTIONS AS TO THE MOST EFFECTIVE MEANS OF REPRESSING AND EXTINGUISHING IT, BY RICHARD A. COXE, LL. D., COUNSELOR AT LAW, WASHINGTON, D. C.

On the 21st of April, 1858, the President of the United States transmitted to the Senate an answer to a resolution of that body, passed on the 19th of January preceding. By that resolution the President had been requested to communicate any information in his possession, derived from the officers connected with the American squadron on the coast of Africa, or from the British or French governments, &c., concerning the condition of the African slave-trade.

The message of the President in response was accompanied with reports from the Departments of State and the Navy, containing several communications upon the subject of inquiry. It is to be regretted that the information thus given, although highly important and interesting, was restricted to a very narrow and recent period of time. The terms of the resolution of the Senate would, we think, have authorized a reference to correspondence of a remoter date, and we have reason to believe that there exists, among the archives of the Navy Department, reports from the officers in command of the African squadron, extending through a series of years, all substantially relating the same story, and fully corroborating the statements now communicated to the public. The papers emanating from British authorities necessarily imply, that a great mass of information exists among the archives or under the control of that government, which would throw a broad and distinct light upon this interesting subject.

The African slave-trade, for near a century, has excited the earnest attention of Christian philanthropists and statesmen on both sides of the Atlantic. Recently it has, in real or pretended efforts to extirpate it, assumed an importance independent of its original character. The measures which have been taken, ostensibly, at least, to put an end to the African slave-trade, have—whether from a misconception of the means best calculated to effect that object, or from errors in the execution—given rise to proceedings, not only involving the original subject in new complications, but threatening, at times, results of the most serious character, and most deeply to be deprecated. The avowed object of Great Britain to extinguish the African slave-trade, at all hazards and by any means, has led to the assertion of a maritime right of detention and search, which the Government and people of the United States, with an unanimity rarely exhibited, as absolutely

refuse to acknowledge. It is believed that this right is claimed and certainly exercised in relation to the vessels of no other nation, with the single exception of the United States, unless such right has been expressly conceded by treaty. We never hear of a French vessel, or one under the French flag, being detained, searched, or captured as a prize. This distinction renders the procedure especially galling to the people of the United States. It seems like adding insult to wrong, and we certainly regard it as an aggravation of the outrage. However we may abhor this traffic, this nation can never recognize, even as a means to the suppression of this stupendous evil, a right on the part of any foreign power to accomplish the object by the exercise of a right claimed by it to invade our own jurisdiction, and to violate, what we apprehend to be, our national dignity and independence. We are ready to pass any laws to suppress this trade in human flesh—a traffic which reduces the African to slavery, consigns him to all the horrors of the middle-passage, and places him and his posterity in a perpetual position of the most hopeless, helpless, degraded, and cruel servitude.

We, however, entirely concur in the view taken of the subject by Lord Stowell. That eminent Judge remarks, that—

“No nation has a right to force its way to the liberation of Africa by trampling upon the independence of other states, on the pretence of an eminent good, by means that are unlawful, or to press forward to a great principle by breaking through other great principles which stand in their way.”

The great principle which we assert is briefly this; that to every nation appertains the common duty of enforcing and obeying the law of nations, but that each has the exclusive right to compel obedience to its own municipal laws and institutions.

There can be little doubt that the mass of the people of the United States and Great Britain, as well as the two governments, are sincere in their denunciations of this odious traffic, and would willingly adopt measures calculated effectually to suppress it. It has been stigmatized by both as an atrocious crime, and both have denounced it in their penal codes as meriting the most severe punishment. They had, each acting in its separate sphere, enacted the most stringent laws designed to accomplish this result, and had entered into mutual stipulations, by the treaty of 1842, to maintain a squadron on the coast of Africa to enforce, *separately and respectively*, the laws, rights, and obligations of the *respective parties*, for the suppression of the slave-trade. It was further agreed, that the two governments would unite in all becoming representations and remonstrances with any and all powers, within whose dominions markets for African slaves were allowed to exist, and would urge upon such powers the propriety and duty of closing such markets effectually, now, and forever.

It was hoped and believed by the two distinguished statesmen who negotiated this treaty, as well as by their respective governments which ratified it, that a powerful restraint, if not an absolute stop, would, by these measures, be put to this nefarious traffic. Experience, however, has shown that no mere treaty stipulations or legislative enactments

can execute themselves or ensure the observance of them by unprincipled men.

The administration of the law must be entrusted to subordinates not always vigilant or honest in the performance of their duties; and its most cautiously guarded provisions may be violated or evaded by individuals, restrained by no obligations, human or divine, and stimulated to the criminal exercise of their ingenuity by the all-powerful expectation of large pecuniary profit.

It is believed that the two nations, so far as their respective governments are concerned, have faithfully performed the obligations they had assumed. They have each kept up a squadron on the coast of Africa; they have, it is believed, united in representations to, and remonstrances with, the powers within whose dominions markets for the African slaves existed.

The insufficiency of these means to accomplish the desired end is but too apparent and is universally conceded. The slave-trade not only continues to exist, but, as we are informed from various quarters, may be said to flourish. Despite the watchfulness exhibited by the custom-house and other officers in the home-ports, and the vigilance of the naval forces on the coast, numerous slavers constantly accomplish successful voyages; cargoes of their unfortunate victims are transported across the Atlantic, and notwithstanding the earnest and repeated efforts of the two governments, are almost weekly landed in Cuba.

The unprincipled avarice of the slave-dealer has outwitted the sagacity of the diplomatist. It has disappointed the expectations of all who were instrumental in the formation of the treaty of 1842. Spain, either regardless of the treaty obligations into which she had been induced to enter for a high pecuniary consideration, or impotent to enforce their execution, has utterly failed to perform that duty, which, as a Christian nation, she was under the most positive obligations to enforce, and to which she had solemnly pledged herself.

The honest opponents of this odious trade have witnessed, with amazement and sorrow, the disappointment of all the hopes which they had fondly cherished. The inquiry is constantly made, to what causes is this failure to be attributed? How has it happened that the results, which it was anticipated would follow from the treaty of 1842, have not been realized? That the hopes and expectations of sagacious statesmen and real philanthropists have been so utterly baffled? Have the provisions of that convention been proved by experience to be wholly inadequate to accomplish their professed object? Have there been defects in the administration of the law, negligence or faithlessness in the performance of their duty on the part of those to whom its execution was entrusted? Does anything remain yet to be done, in either aspect of the case, to ensure the accomplishment of the great design?

We think that in the interesting document, to which we have alluded in our introductory remarks, much may be found responsive to these interrogatories. Glimpses, at least, are furnished, which indicate

to us the real causes of the failure which all acknowledge, and which all good men sincerely regret. The masterly reply of Mr. Secretary Cass, in his communication to Lord Napier, of the 10th of April, 1858, (p. 42,) has exhibited very clearly some of the points which are suggested by the papers accompanying the President's message. General Cass was, however, restricted by diplomatic courtesy from that full presentation of the case which he might have drawn from that and other sources. It shall be our object in the following pages, while following the track which the Secretary has opened, (*haud passibus æquis*;) to avail ourselves of the dim lights thus afforded, and with such additional aid as may be derived from other quarters, to point out some of the causes which have led to these deplorable results, and thus, perhaps, to suggest a remedy which may be applied to the disease.

As preliminary to this more immediate purpose, it may not be deemed altogether inappropriate to advert to some points which have been suggested from different quarters, bearing directly or indirectly upon the question.

Various and sometimes antagonistic views have been taken by the different individuals, or we may say parties, who have discussed this interesting subject—various causes have been assigned to account for the failure of the experiment, as it may be called. It is, however, apparent that, in the assignment of these causes, extraneous motives, or, at least, feelings and prejudices have been allowed to operate, which not only mislead the judgment by raising false issues, but have sometimes produced exacerbation of feeling on the one side or the other, and which certainly have a tendency to divert our attention from the real and substantial points of inquiry. In this case, as not unfrequently happens, the parties immediately concerned are to a greater or less degree influenced by a desire rather to present every ground of self-exculpation and to cast blame on others, than impartially to submit to the fair examination of the entire case, with no controlling influences to guide, and no desire to exculpate one at the expense of another. This is a too common inclination in all controversies in which criminality and consequent responsibilities are assumed to exist somewhere; and the respective parties seem to be more inclined to discover or imagine grounds upon which to inculcate others, than to find a sufficient justification in the actual truth for their own conduct.

Thus, in the present case, we perceive among our cousins, (as they sometimes call us,) on the other side of the water, that, without exception, every diplomatist, every speaker in Parliament, every declaimer at the hustings, every contributor to the numerous journals, concurs in attributing the present lamentable condition of the African slave-trade to the inadequacy of our law, the negligence or imbecility of the American Government and its officials, or to the persevering activity of our people in opposition to and despite the professed wishes of that government. It is intimated in no very measured terms that slavery being an institution actually existing among us, recognized by our Constitution and laws as one which is entirely in accordance with

the ordinances of God, the precepts of Christianity, the obligations of humanity, and thoroughly incorporated into our very national policy and feeling; the trade itself, by which Africans are originally placed in the position of slavery, cannot be held in such entire and absolute abhorrence as in a country whose every sentiment is hostile equally to its existence and continuance; whose laws, and the principles upon which those laws are founded, breathe nothing but hostility to slavery in every form; a nation which proclaims, with what is sometimes, perhaps, not unjustly thought the pharisaical self-congratulation, we thank God we are not sinners as other men, or even as this publican, that its soil is too sacred and its atmosphere too pure to permit under any form and to any extent the simple existence of slavery; that as soon as the wretched slave touches the hallowed soil, or breathes the atmosphere of England, his manacles disappear, the fetters fall from his limbs, and he stands erect, "redeemed, regenerated, and disenthralled by the irresistible genius of universal emancipation." Ever since Cunan, in 1794, employed this euphonious phrase in one of his splendid declamations, it has been in substance, if not in its precise terms, embodied in the language of England, imbedded, as it were, into all the habitudes of thought of the nation. Of late years, adopted in Exeter Hall, it has become as absolutely an article of religious as of political faith. So entirely has this sentiment become incorporated into the very substance of English thought, that it is recognized almost as an axiomatic truth among large classes of the British nation, that no one of their people can possibly be either directly or indirectly concerned in countenancing this atrocious crime of trading in human flesh or profiting by the continuance of the traffic. The legal guilt of such a party would be nearly, if not entirely, extinguished and absorbed in the more heinous offense of violating by such enormity the moral sense of the community of which he is a member. The inference from this mode of reasoning, entirely conclusive upon many minds, is, therefore, that no portion of the guilt of the present African slave-trade is attributable, either in the concrete or individually, to Great Britain or her subjects, but is mainly to be charged upon the Americans, who are, to a certain extent, leagued in feeling and in principle with the Spanish and Portuguese operators. England has, in all the ramifications of her society, from the crown to the peasant, in every sphere in which public opinion is either created or manifested, her Parliament, her judicial tribunals, her pulpits and religious associations, her popular meetings and her press, condemned and denounced this nefarious traffic, while in the United States slavery is in full vigor, recognized by our laws, advocated by our statesmen, defended by our clergy, and, consequently, the means in which this cherished institution originated cannot be severely condemned or be regarded as very repugnant to our principles of morality.

Starting from these original grounds, assuming these as undeniable truths, it is not surprising that the real merits of the matter at present in controversy are, if not wholly lost sight of, decided in advance; that whatever of investigation into those merits occurs, is conducted

under the influence of pre-existing prejudices and of a forgone conclusion, and that a condemnatory judgment is formed and pronounced before the evidence has been examined or the case heard.

It does not comport with our present design to present so ample and conclusive a reply to this *a priori* argument as the case admits. On this side of the Atlantic the facts are too familiar to require much detail in such an answer. On the other side they would, as has repeatedly happened, be either ignored or disregarded. We cannot, however, forbear presenting a very brief and concise view of the antecedents in the history of the two countries which may have escaped the attention of some candid inquirers, and which, to some extent, supply an answer to the argument to which reference has been made.

It is unnecessary particularly to advert to our colonial history. While subjected as we were to the paramount authority of the mother country, we possessed no ability to frame our own laws, but every legislative action on our part was subordinate to the superior government, and amounted rather to the expression of our wishes than to the force of a legislative enactment which we were competent to ordain and empowered to enforce. It is sufficient to say, that under these circumstances several of the thirteen Colonies did pass laws prohibiting the introduction of slaves, but these laws were wholly inoperative until they were approved by the competent authority in England. Under the influence of the political and mercantile interests of the mother country, identified with the slave-trade, these colonial laws were uniformly vetoed. Our expressed wishes and our repeated efforts to put a stop to this traffic were overruled, and African slaves were forced upon the Colonies, despite all their remonstrances, by the absolute authority of the British nation. If necessary, numerous facts might be adduced from our Colonial history corroborative of this statement. We proceed to our future and more independent action. Not long after the commencement of the Revolutionary struggle, before we had absolutely and forever thrown off the British yoke, the Continental Congress—which possessed no actual legislative power, but could only operate by the way of recommendation—as early as April, 1776, passed a resolution in these words: “*Resolved*, that no slaves be imported into any of the thirteen United Colonies.”—1 *Journ. Cong.*, 807. This, it will be perceived from its date, was anterior to the Declaration of Independence. In 1778, Virginia, one of the most prominent and influential of the Colonies, and emphatically at the head of those who then possessed slaves, passed a law interdicting, under very severe penalties, the importation of slaves into that Commonwealth by land or water. Every slave introduced in violation of this law was, by the very act of importation, declared free.—9 *Hen. Stat.*, 471.

The language of this law is sufficiently comprehensive and precise to include any importation into the Commonwealth from even a sister colony; and, under its provisions, a slave could no more be introduced from Maryland or North Carolina than from Africa, without the act being followed by the same consequences and entailing the same penalties.

In a recent number of De Bow's Review may be found an abstract of the laws of South Carolina on this subject, during a period extending from 1698 to 1803, even more peremptory in their character than the Virginia enactments. See De Bow's Review for September, 1858, pp. 302, 303.

Legislative enactments of a similar character were passed by several of the Colonies prior to the adoption of the Constitution in 1789.

Another important enactment, anterior to the formation of our present Constitution, and characteristic of the men and principles which influenced the operations of our Government and people, must not be passed by unnoticed. In July, 1787, an ordinance was passed by Congress for the government of the Territory of the United States northwest of the river Ohio. Among its provisions we find the following: "Art. 6. There shall be neither slavery nor involuntary servitude in the said territory, otherwise than in the punishment of crimes."

By the terms of the Constitution, adopted in 1789, it was provided that Congress should pass no law prohibiting the importation of slaves *into such of the States of the Union as permitted the same* prior to the year 1808. Such is the universally recognized interpretation of this clause in that instrument; we, therefore, preferring to use such interpretation, have not quoted the precise language of the Constitution.

It will be perceived that it is expressed in very precise, at the same time in very guarded, terms. The word slave is not once employed in the Constitution—though, beyond question, it is implied. Within the period limited, the General Government was not at liberty to set at nought the laws of such of the States as allowed the importation of slaves—of which there still were a few—but it was left perfectly free to interdict that trade in every other particular. When, therefore, any new acquisition of territory was made, any new State admitted into the Union, the constitutional prohibition did not apply. The importation of slaves into Louisiana, when we became the owners of that region, was promptly interdicted by laws.

Inasmuch, also, as the only restraint laid upon the power of Congress, was that of prohibiting the importation of slaves; that body was left perfectly free to adopt any other measures calculated to suppress the African slave-trade. As early, therefore, as March, 1794, five years after the Government had gone into operation, a statute was passed, entitled "an act to prohibit the carrying on the slave-trade from the United States to any foreign place or country." The provisions of this law were very comprehensive and very stringent. It prohibited the building, fitting, equipping, loading, or otherwise preparing any ship or vessel within the limits of the United States for the purpose of carrying on the slave-trade to any foreign country, under the penalty of forfeiture of the vessel and a fine of two thousand dollars, to be incurred by the offender. The owners of foreign vessels clearing out for any part of Africa, or suspected to be intended for the slave-trade, were required to give bond that no one should be taken on board to be transported or sold as a slave in any foreign

port or place whatever; and that if any citizen of the United States should take on board, receive, or transport any persons for the purpose of selling them as slaves, he was subjected to a penalty of two hundred dollars for every person so taken or received on board. Additional legislative enactments, designed more fully to carry out these principles and more effectually to guard against the violation or evasion of them, were passed in the years 1802 and 1803.

In March, 1807, in anticipation of the termination of the constitutional restriction, an act of Congress was passed by which the importation of slaves into the United States, from and after the 1st day of January, 1808, was prohibited under the severest penalties, and authority was conferred upon the President to employ armed vessels to cruise off any part of our coast where violations of the law were apprehended. Still more stringent laws were enacted in 1818 and 1820, in furtherance of the same objects. It is believed that, since the 1st of January, 1808, the law has proved entirely efficacious, and we have yet to learn that a single instance has occurred of the importation of African slaves within the limits of the United States. Another important feature in these laws must not be allowed to pass without notice. In addition to the heavy penalties of forfeiture of the vessels employed in this traffic, and the severe pecuniary fines to which the parties were subjected, the offense was now denounced in our criminal code, stigmatized as piracy, and the offenders subjected to capital punishment. Nor did the American legislation stop even here. In March, 1819, even a further act was passed, authorizing the President to cause any of the armed vessels of the United States to be employed on any of the coasts of the United States or Africa, or elsewhere, and to seize and bring in for adjudication any vessel engaged in the slave-trade in contravention of our laws—on condemnation of any such vessel, the proceeds of the same to be divided between the Government and the captors. The negroes, &c., so found on board the captured vessels, to be delivered up to the agent of the United States, to be safely kept and transported to Africa. It further directed that a bounty of twenty-five dollars for each negro, so taken, should be paid to the captors, and the sum of one hundred thousand dollars was appropriated to carry into execution the provisions of this law. For the sake of brevity we have omitted any particular reference to the act of April, 1818, on the same subject, and carrying out the same principles.

Such is a brief and imperfect, but so far as it goes, an accurate and faithful history of the public proceedings and legislative action of this country on the subject of the African slave-trade. The various enactments of our State and Federal authorities have been rigidly enforced. Prosecutions have been instituted against offenders whenever they have been detected, and punishment has uniformly followed on conviction. It thus appears that, from an early period in our colonial history, it was the policy or interest of the English people and government to force upon us the introduction of slaves. Our control over this, as over every branch of commerce, and indeed of industrial occupation of all sorts, was viewed with the utmost jealousy

and restricted within the narrowest limits. We did all that was in our power to prevent the importation of this class of persons among us; but every act of every colonial legislature, designed to accomplish this object, was summarily annulled by the paramount authority of the British government. The odious traffic was carried on within our own borders, and we were powerless to prohibit or even to regulate it. As soon as we were liberated from these restraints, and were free to pursue our own system of policy, we addressed ourselves heartily to the work. We enacted many and stringent laws, to the utmost extent of the legislative authority, prohibited the introduction of slaves into territories which had been acquired since the adoption of the Constitution; interdicted the very existence of slavery in all the north-western territories then included within our national domain. As circumstances arose, the original laws were followed up by supplementary acts, designed and calculated, so far as human capacity could provide, for the accomplishment of the object which we honestly professed to have in view; and these laws, so far as the nature of our institutions admitted, were carried into execution by the administrative officers of the Government, and enforced by the judicial power of the nation.

Let us now briefly advert to the action of Great Britain in reference to the same subject. As early as 1787, an effort was made by Mr. Wilberforce to procure a resolve by the British Parliament denunciatory of the African slave-trade. He scarcely obtained a hearing. This eminent philanthropist exhibited his case on the principles of humanity and christianity: he was seconded, out of Parliament, by Clarkson and other warm adherents of the cause on the same grounds; by Long and others, on those thought to be more available of interest and policy. These efforts were annually renewed. In 1791, the philanthropic movers were warmly assisted by the powerful eloquence of Burke and Fox; and Pitt, then swaying with almost omnipotent authority—in other respects the voice of Parliament—zealously aided in the contest, but all in vain. It was not until the year 1807, with all the strength which could be brought to bear upon the subject, with all the appeals that could be addressed to the humanity, the morality, the christianity, the policy, the interests of the nation, that Great Britain passed her first law condemnatory of the slave-trade and interdicting its continuance.

An impartial examination of the action of the two nations will thus show, that the United States was the first to set her face against this nefarious traffic; that so far as Congress could act on the subject, under the restrictions which the Constitution itself imposed, we had prohibited all connection with the slave-trade fourteen years before the Parliament of Great Britain had moved on the subject; we had peremptorily prohibited it before it was stopped in any of the colonies of England; we had comprehended it in our criminal code, and imposed the severest penalties of human law upon all over whom we could exercise jurisdiction who participated in it; and we had, as we still do, in spirit as well as in terms, rigidly enforced our laws long before England, with all the appeals to her humanity, her christianity, and her interests, had taken the first step in the same direction.

So much for the antecedents in the history of the two nations. This view of the case has been briefly sketched and rapidly examined—a more minute investigation would only corroborate the statements we have made, and show that the United States first set the example of employing all her energies in the annihilation of the African slave-trade, and that Great Britain has only, at a much later period, followed in the same career. Yet Lord Castlereagh, as recently as the year 1818, in the House of Commons, had the temerity to make it a matter of boast, that England had led the way in the suppression of this odious traffic. How much more faithful to the truth, how much more fairly and honorably did a far higher authority in the House of Lords express himself. Lord Brougham, as Mr. Secretary Cass says, “honorably and truly remarked, that it should be borne in mind, that the United States, at the very earliest period they were enabled to do so by the Federal Union, had adopted the abolition of the slave-trade, and were, in fact, the first to make it piracy for any one of its subjects to carry it on.” Within the last few years an unwonted zeal has been manifested among certain portions of the people of England on this subject; a warmer sympathy manifested towards the negroes themselves, exhibited in their highest fashionable circles by Dutchesses and Peers, which have excited the ridicule and contempt even more than the indignation of Americans. More severe critics have, as is well known, traced, or thought they could distinctly trace, this new born zeal to its origin in important political occurrences, which interfered with the commercial interests of the nation, and that it did not flow from the pure convictions of humanity and christianity by which these new converts professed to have been stimulated. With this mere passing allusion to this topic, as we all know the subject has become one of prominent importance at Exeter Hall, and hostility to the slave-trade, as well as to the very existence of slavery as an institution is proclaimed, and the institution, as well as the traffic, is branded with the harshest epithets which our language—even in that richest exhibition of it, the English Bible—can supply, we let it pass. This aspect of the case might suggest much of comment, and justify retorts as pointed and perhaps more applicable than the assaults which have been made upon us. Such discussions neither gratify our taste nor add strength in our judgment to the argument.

The next point to which we shall advert is one of mutual recrimination. On the one side it is urged that the present flourishing state of this trade, nay, its very existence at this time, is attributable to the fact that it is carried on almost exclusively in American bottoms, in vessels built in the territories of the Union, especially constructed for that purpose, fitted out for that object, owned and navigated by residents of this country, and protected by American papers. That there is much foundation for this charge, or at least a portion of it, cannot be questioned; but in the aggregate, it is believed that, in the detail of the circumstances on which the charges rests, there is somewhat of distortion and much of exaggeration. It is not denied that the cases are numerous in which vessels built in the United States, sometimes constructed especially for this employment, are engaged in the African

slave-trade, are in the habit of hoisting the American flag when encountering a British cruiser, and, when overhauled by her, exhibiting either genuine or simulated American papers. In the progress of these remarks some facts will be presented calculated to mitigate the severity of the judgment which so grave an accusation would seem to involve, if not, to some extent, divert much of the criminality which it implies to other quarters.

On the other hand, it is urged on this side of the Atlantic, and perhaps with equal exaggeration both as to facts and conclusions, that the principal part of the commodities used in the purchase of slaves in Africa are manufactured for that market in England, exported by English merchants in British ships, and disposed of to the traders on the coast to be used by them in the purchase of slaves. If, then, it be said on the one side, that America supplies the vessels which transport slaves from Africa—on the other it is retorted, that England mainly contributes the means, in the shape of her manufactures, by which these wretched beings have become the property of the dealer, and placed under his authority. Such recriminatory accusations have obviously no good tendency. The argument does not admit of a satisfactory application or answer. If an American ship-builder constructs a vessel to the order either of a Spanish resident of New York, New Orleans, or Havana, or an American merchant being the proprietor of such vessel, disposes of it to a party who will pay him his stipulated price, can he be held more responsible for the employment in which she shall be subsequently engaged, than the individual whose regular business it is to sell guns, revolvers and dirks, is, for the murder of which these articles, in other hands, may become the instrument, or than the English manufacturer or merchant is for the disposition which may be made of the fabrics made or sold by him, which have been employed in the purchase of slaves in Africa? This view of the case is presented with great clearness and force by Mr. Secretary Cass in his communication to Lord Napier, already quoted, "no doubt (says the Secretary) many vessels constructed in the United States have been purchased by foreigners and employed by the traffic. There is a class of American ships famed for their speed, and these are eagerly sought for this purpose. But, as was well remarked by Lord Brougham, the people, thus disposing of their property, are no more answerable for the purposes to which it is devoted than an English ship-builder, who sold vessels constructed in his yard, and which were afterwards dispatched to the coast of Africa." In short, it must be obvious that it is utterly impossible for a finite intellect to approximate even to any precise rule by which the criminality charged is to be apportioned among the various parties comprehended within its terms, or for any legislature to provide against the violation or evasion of its enactments. The guilt cannot be established in any such case, and what is more to be lamented, no remedy can be provided to cure the evil, no precaution to prevent its occurrence. Without adverting further to these general topics, let us address ourselves to some more practical views of the subject, suggested, and to a considerable extent, developed in the interesting document to which reference was made in the early pages of these remarks.

It is agreed, on all hands, that the Webster and Ashburton treaty of 1842 has utterly failed to accomplish the objects contemplated and unquestionably desired by the parties to it. A similar result has followed the various treaty engagements which Great Britain has entered into with several of the European governments and with Brazil, ostensibly designed and calculated to accomplish the same object. The slave-trade continues to exist and to flourish, "notwithstanding" (to use the language of Lord Napier) "the severity of your (our) laws, and the creditable vigilance of your (our) officers in the ports of New Orleans and New York." His lordship would seem, mainly, if not wholly, to attribute the existing evil to "the manner in which the United States flag may be employed for the protection of the traffic."

We cannot but think that a careful perusal of all the papers accompanying the President's message, even portions communicated by his Lordship himself, and others adverted to by Mr. Secretary Cass, might have suggested other causes operating on the case and other reasons explanatory of this seemingly mysterious subject.

The fact is, that, for the first time, there have been exhibited to the public eye some startling and extraordinary secrets of the African slave-trade. These are only, as it were, casually and accidentally developed, but sufficient is shown to indicate a settled and systematic course of procedure in quarters not generally suspected, explaining what before seemed inexplicable, and leaving a strong impression, if not an entire conviction, that only a small part of the evidence has been revealed, and that much more remains undisclosed which would go far to lead us to absolute conclusion; we firmly believe from the proofs thus furnished, that there exist among the archives of the two governments, or at least such as are accessible to them, proofs the most abundant and clear, which, if elicited by persons capable of fully comprehending the subject and properly conducting their investigation, would throw a broad and distinct light over the entire case. If the two governments are, as they profess to be, sincere in their expressed desire to suppress this monstrous evil, we think that, by a thorough investigation of the facts, the motives which lead to it, the means by which it is continued may be fully developed, and, if a cure is to be discovered, that remedy may be applied.

If a comparatively small amount of these proofs is now made public, and that affords us reason to believe that a much larger mass remains undeveloped, let further inquiries be made. If we have yet but faint glimpses of the truth, let the imperfect light which has been cast upon the subject be faithfully employed, and little doubt can exist but that either it will lead us into the full blaze of day, or satisfy us that the mystery is insolvable, and the darkness which shrouds it not susceptible of illumination. We may arrive at one or other conclusion, either that the evil is irremediable by any human agency, or that the disease, being within our control, we may effectively apply the appropriate remedy.

In the document to which reference has been made, we find a pretty distinct expression of the opinions of British functionaries upon the subject. Mr. Crampton, in a letter to Mr. Marcy, (p. 2,) speaks of the

existence of "the traffic which is carried on under the American flag." Lord Napier (p. 3) says it is carried on in vessels "built and fitted out" in an American port, "notoriously for the slave-trade," having "American papers." Mr. Consul Campbell speaks of its being conducted "in vessels fitted out at the port of New Orleans to purchase on the coast of Africa six hundred slaves each."—(p. 4.) Mr. Grabriel (p. 10) says, "that lately, by the abuse of the American flag," the trade "has arrived at as great, if not greater height, than ever in this quarter;" and, finally, Lord Napier (p. 12) employs this language: "The demand for slaves in the Cuban market is supplied by vessels, constructed, purchased, and often possessed and fitted out in the ports of the United States. The number of ships so employed cannot be exactly ascertained, but in the opinion of competent judges it is considerable and increasing." These are certainly grave charges, though as certainly not very precise in their term, coming from high public functionaries, and should not have been made without ample and certain grounds. It is not to be supposed that Mr. Crampton or Lord Napier would, for a moment, wish to be understood as speaking from their own personal knowledge. Their statements were, of course, based upon the official communications made to them, and therefore are to be regarded merely as the reiteration of what is contained in these communications, and drawing no additional weight even from the high individual character of these two gentlemen.

It is not easy to reconcile these accusations, vague and indefinite as they are, with some of the documents accompanying the President's message to the Senate. In page 9, we find a communication from the same, Mr. Commissioner Gabriel, from whom we have above made a citation, addressed to the American Commodore Conover, in October, 1857, dated at Loanda, in which he says:

"I beg to inform you, that *for many years past*, I have never known an instance of any vessel under the American flag, having been searched or detained by the officers of her Majesty's squadron on this coast, except that of a barque sent to New York for adjudication by H. M. S. Sappho, in May last."

This, be it remembered, is from the same Mr. Gabriel, who, in the very same paper, used the language above quoted. In page 69, we find what purports to be "a list of vessels captured during the preceeding three months."

"Jupiter, captured by H. M. S. Antelope, with seventy slaves on board, *flag and papers destroyed by her master, &c.*

"Onward, of Boston, captured by H. M. S. Allecto, &c., *her master having destroyed her flag and papers.*

"William Clark, brig of New Orleans, captured by H. M. S. Firefly. Her master confessed that she was engaged in the slave-trade, and *threw her colors and papers overboard.*

"Charles of Boston, *without any colors or papers, &c.*

"Abbot Devereux, &c., captured by H. M. S. Teazle, *papers and flag voluntarily destroyed by her master.*

"Also several vessels under the Portuguese and Spanish flags, in addition to the above, who sailed under American colors, proving on examination to have been fraudulently assumed."

Here we have the pregnant fact exhibited, that every one of the vessels designated by name is made to appear as without papers or flag. How this occurs will perhaps more clearly appear hereafter.

We may then be permitted to ask, where is the fact presented that the great bulk of these African slave vessels have been built and fitted out in the United States expressly for this traffic, that they sail under the American flag, are the property of American residents, and are protected by American papers? In every case thus enumerated there would seem to be neither flag nor papers. And as to the Portuguese and Spaniards, we are told they admitted the papers "to have been fraudulently assumed."

As to the unauthorized assumption of the American flag by Spaniards and Portuguese, it is preposterous to make that, under existing laws, a matter of complaint against this country. Both, in times of war and peace, public vessels, private merchantmen, as well as pirates, are in the daily habit of hoisting colors other than those of the nation to which they belong. In many cases, this may honestly be done; at all events, there is now no law, public or municipal, which prohibits it. In regard to fraudulent papers, we know that laws exist to punish forgery; we are yet to hear of any which can prevent the perpetration of the offense. It is a matter of historical record, that, during the war which England waged against the combined continental powers of Europe, purious American papers were a regular article of traffic on the London change; and any belligerent could purchase, at a reasonable market price, documents to show the neutral character of his vessel and cargo.

Still, we should be pleased to learn from Mr. Gabriel—residing on the spot where these atrocities are committed, representing the British government, and in constant communication with the British squadron—how it has happened, that while, for many years, he has never known an instance of any vessel under the American flag having been searched or detained by the officers of her Majesty's squadron on that coast, with a single exception, he could assert, that lately, by the abuse of the American flag, the trade has arrived at as great, if not greater height, than ever, in that quarter. If no vessel under the American flag had been searched or detained for many years, the inquiry is naturally made, how the assertions made by so many functionaries of the British government are to be verified? If no papers were found on board, or, having been seen, were allowed to be thrown overboard, what evidence can be produced that they were spurious or the use of them fraudulent? Under what pretext are vessels under such circumstances seized as lawful prize by the officers of her Majesty's squadron? Upon what grounds are they libelled as prize in the courts of Admiralty? Upon what evidence can they be condemned? These are questions which it is easier to propound than satisfactorily to answer. In reference to some of them, certain glimpses of light are thrown in the document before us. We have, in the first instance, the account of the conduct and language of Commodore Wise, in command of Her Majesty's steamer *Vesuvius*, (pp. 7, 8.) It appears from the statement of this officer, that the *Vesuvius* was in chase of a vessel off the coast of Africa, "as we neared her, the chase hoisted American colors and hove to; *Commodore Wise boarded her in person*, and having reason to suppose that the vessel was engaged in the trade, informed her com-

mander (who appeared to be Portuguese) that it was his intention to take the vessel, and that *he did not wish to see her papers*—at the same time giving him his choice, whether to be taken under the American flag or otherwise. The captain made some unintelligible expression about being taken as a pirate, and the mate hauled down the colors immediately. The papers were then thrown overboard, and the vessel was seized as a prize, without colors or papers." "*The officers and crew of the vessel, with the exception of the cook, were landed on the nearest part of the coast, and she was sent to Sierra Leone.*" What subsequently became of this vessel, whether libelled and condemned as a prize, and if so, upon what proofs, we are not informed. Such is the representation made by the Commodore himself, in answer to the inquiries of the American officer who visited him. Can there be a balder case exhibited or even imagined? Here was a vessel sailing on the broad ocean, under the American flag; she is brought to, and boarded from the English cruiser; she is thus boarded by the British Commodore in person—certainly a novel circumstance. Notwithstanding the national colors flying at her mast-head, the "gallant Commodore having reason to suppose the vessel was engaged in the slave-trade," (what that reason was he never intimated to the Captain nor to the American officer,) "informed the Captain that it was his intention to take the vessel." By what color of right, or under what pretext, he is entirely silent. "*He did not wish to see her papers!*" He gave the Captain his choice, "whether to be taken under the American flag or otherwise." How courteous and how exactly in accordance with the duty of a Naval Commander, acting under the peremptory instructions and orders of his government, and limited in his action towards foreign vessels by the well-defined rules of the law of nations. The mate, however, hauled down the flag, the papers were thrown overboard; by whom this last act was performed we are not informed. The Commodore would seem to be the only witness to these transactions on board with the exception of the crew of the supposed slaver. "The vessel was then seized as a prize without colors or papers." Yet she had both when Commodore Wise boarded her. Her national character was thrown off in the presence of the Commodore himself. The next proceeding, in perfect harmony with what had previously occurred, was to land the officers and crew on the nearest part of the coast, and then send the vessel to Sierra Leone, without flag, without papers, without officers or crew, *with the single exception of the cook*. Now, it will be borne in mind, that there was no one individual from the British cruiser, with the exception of Commodore Wise himself, on board to witness the transaction which he relates, so there was no one to testify to them before the prize court. The prize-master and crew knew nothing of these circumstances, and their testimony, if confined to what they themselves saw, would be restricted to the simple fact that, when they went on board the captured vessel, she had neither colors nor papers. They may have been kept in equal ignorance as to how and where the officers and crew were put ashore on the African coast. We venture little in asserting that if any officer in command in the Navy of the United States had made to his own

government a report of his deportment similar to that which Commodore Wise is thus stated to have given to his American friend, he would either have been promptly dismissed from the service, or handed over to a court-martial and ignominiously cashiered. It is possible there may have been some misapprehension as to what transpired, but assuredly there is ample ground to insist upon a thorough investigation. We are not informed as to the fate of this vessel. It seems she was captured as a prize and sent to Sierra Leone. If prize proceedings were instituted in the Vice Admiralty court at that place, it would gratify our curiosity to have the opportunity of inspecting the libel. If testimony was adduced to justify the seizure, we should be pleased to learn what it was, and from what quarter derived. If condemnation followed, still more desirous are we to know upon what grounds the decree passed. There were no papers which ordinarily furnish the first evidence admissible in prize proceedings; there were neither officers nor crew of the captured vessel, who are next to be submitted to examination; and there was not a single witness who, from his own personal knowledge of the facts, could account for the absence of the primary proof. We are, of course, ignorant of the proceedings had in the British Vice-Admiralty court in this and in other cases; nor are we furnished with sufficient data to form more than a mere conjecture as to the course pursued or the result in which it terminated. Had such a case been presented before an American court, or before an English one, where such men as Lord Stowell or Dr. Lushington administered the law, condemnation might have been decreed for want of a claimant; but had the whole truth been disclosed, the condemnation would have been as a *droit* of the Admiralty, and the conduct of the captors would have received a severe rebuke if not a condign punishment. It can hardly be controverted that the entire proceedings of the British Commander, according to the account given of it, was grossly illegal. The vessel displaying the American flag, he was warranted neither by the law of nations nor by treaty stipulations to put his foot on board her without the assent of her captain. In the absence of such assent, resistance, even to the extent of destruction of life would have been justifiable, according to an express decision of Sir Wm. Scott; at the farthest, without previously well established ground of suspicion of piracy, the whole was inexcusable.

The account which we have thus given of the case of the *Bremen*, is furnished by Lieutenant Pelot to Commander McBlair on the 10th October, 1857, (p. 7.) On the 12th, Commander McBlair ordered another of his officers to have an interview with Commodore Wise on the same subject. His report of what transpired will be found on pages 10 and 73 of the same document. He says:

"I called on Commodore Wise, on board H. M. S. *Vesuvius*, to ascertain clearly the circumstances regarding his seizure of the brig *Bremen*, about this locality on the 10th inst. The statement of Commodore Wise was to this effect—that he, Commodore Wise, boarded the *Bremen* in person, and informed the Captain of her, that he, Commodore Wise, had undoubted information that said *Bremen* was a slaver, and her papers not correct, which was a violation of the American flag she was then under. After some hesitation on the part of the Captain of the *Bremen*, he determined to throw his flag and papers overboard,

which he did with weights attached to them, remarking at the same time, that he would rather be taken by the English than fall into the hands of the Dale, in which latter case he should be hung as a pirate. I then stated to Commodore Wise, that the point in question, and on which Commander McBlair desired to be fully satisfied, was, whether he, Commodore Wise, used language or other means to intimidate the Captain of the Bremen, and influence him in hauling down his colors against his will. To this, Commodore Wise replied, Oh no, sir, no sir; Commodore Wise also stated that there was no doubt whatever, that the papers of the Bremen were fraudulent and prepared for the occasion by any but the proper authorities. That they consisted of several different pieces stuck together by sealing-wax, and that the Captain of the Bremen himself acknowledged his papers were not genuine, and also expressed great surprise that the Captain of her Majesty's Ship Myrmidon, who boarded him a short time before, had not perceived that the Bremen's papers were worthless, and immediately taken her as a prize. Finally, I asked Commodore Wise, that in the event of his meeting with an American slaver, under American colors, and bearing genuine papers, (which, of course, would have been obtained when she cleared for other purposes than slaving,) if he would use means to induce the Captain to throw his colors overboard. He replied, 'well I might stretch a point and tell the Captain, the Dale was just near us here.' This reply satisfied me regarding the method which our Majesty's officers on this coast adopt to seize American slavers, as the latter would never choose the other alternative of being taken by an American man-of-war, and sent to the United States and tried for their lives."

It is impossible not to notice some important and significant discrepancies in these two versions of the same transaction. It is unnecessary to point all of them out. But we cannot refrain from remarking, that, while Commodore Wise, in his interview with Lieutenant Pelot, stated that he had told the Captain of the Bremen, who, while he appeared to be a Portuguese, yet was named Smith, that he did not wish to see his papers; he informed Lieutenant Davidson that he both saw and examined the papers, and describes the indications of fraud which they exhibited. To the one he says, "the Captain made some unintelligible expression about being taken as a pirate." To the other, that the Captain remarked, "that he would rather be taken by the English than fall into the hands of the Dale, in which latter case he would be hung as a pirate." In this last report, also, we find some details of a conversation between Commodore Wise and the Captain of the Bremen, indicating anything but "unintelligible expressions;" and, finally, so far as relates to this aspect of the case, in response to a direct interrogatory, Commodore Wise says, in order to induce the Captain of an American slaver to throw his flag overboard, "well I might stretch a point and tell the Captain, the Dale was just near us here." We presume that this is only an example or instance in which a point would be stretched to accomplish the object, and that, when occasion required, it would be done in other ways. Certainly Captain Conover was perfectly justified in his remark, on receiving these reports, that "the action of Commodore Wise, in this seizure, appears to me only an instance of the method generally adopted by H. B. M. cruisers on this coast to secure as prizes, American slavers; and may serve to explain, what before seemed very strange, that so many vessels should be reported by the British commanders as having been captured without flag or papers. I accordingly feel it to be my duty, under these circumstances, to enter my protest against the action of

Commodore Wise in this capture, which I did in a letter addressed to the Commander-in-chief of her Majesty's squadron on this coast," &c. This protest is at once explicit, manly, and American; p. 10.

Notwithstanding these discrepancies to which we have briefly adverted, the two versions correspond in the more important facts. Both represent Commodore Wise as having boarded the Bremen in person, not through the intervention of any subordinate. They concur in stating that, when thus boarded, the Bremen had the American flag flying, and was provided with papers; that the flag was hauled down, and, with the papers, thrown overboard in the presence of the British Commander. Both substantially concur in the statement that her Captain preferred being a prize to the English rather than to an American cruiser; and the one asserts what may be inferred from the other, that the option was offered to him.

Commander Hunt, of H. B. M. steamer *Alecto*, also occupies a prominent position in this history. On pages 36 and 37, will be found his account of the capture of the *Louis McLane*. On approaching her, she hoisted the American flag. Her Captain made no objection to exhibiting his papers, when boarded by Commander Hunt, accompanied by Lieutenant Thompson. After making such examination, he returned to his own vessel. Shortly after, he, himself, again went on board, but it does not appear that on this second visit he was accompanied by any one, and now discovered that the Captain was deceiving him with his statements and papers. He then took the suspected vessel in tow, and the Captain took the opportunity to sink his colors and papers, and afterwards "deliver himself up as having no right to the protection of the flag of any State or nation." She was dispatched with a Lieutenant and prize crew on board, to Sierra Leone. On page 38 is another communication from Commander Hunt, of the capture of the *Clara B. Williams*:

"On searching her, I found her fully equipped for the slave-trade; and on ascertaining this, the Captain immediately destroyed his colors and papers, and I, therefore, seized her as a lawful prize."

The crew of this vessel was also landed and she sent to Sierra Leone. Page 76, another characteristic relation is given by this same officer of his capture of the *Williams*:

"He boarded this vessel, which at the time was under American colors, and demanded the necessary papers. The master refused to comply with this demand. Commander Hunt then took the vessel in tow of the *Alecto*, and made known to her master his intention to proceed south, and join this ship (the *Dale*) when his case would be disposed of by you, (Commander McBlair.) He proceeded thus about ten hours, when, at sunset, the *Williams* hauled down her colors, and an officer from the *Alecto*, again boarding her, found her without colors or papers. Commodore Hunt then took charge of her as a vessel engaged in the slave-trade, and abusing the American flag, without papers. On raising her hatches, her slave deck was found ready laid, and every preparation made for the immediate shipping of slaves. She was sent to Sierra Leone, to be tried before a British Admiralty court."

Of course there were no inducements held out to the master of this vessel to denationalize herself. When first boarded, she had the American flag flying, and refused to submit her papers to the exami-

nation of the British Commander. She was then taken in tow by the *Alecto*, and her master was informed that she was to be carried down to the *Dale*, handed over to Commander McBlair, and to be disposed of by him. She was thus held by the *Alecto* in durance for ten hours, when her Captain threw overboard flag and papers; and the vessel, instead of being delivered over to the American man-of-war, was sent to Sierra Leone, to be tried by a British Admiralty court.

We are at a loss to reconcile this narrative with our preconceived ideas of what was the imperative duty of the British Commander. His boarding a vessel sailing under the American flag; and on being refused permission to inspect her papers, taking her in tow for the avowed purpose of handing her over to the *Dale*; retaining control over her for ten hours, then suffering her papers to disappear, and her colors to be destroyed—each and every of these acts was clearly illegal. But worse than all, was that when suspicion was thus confirmed, and her hatches being opened, evidence of her being a slaver was exhibited; the guilty vessel and her crew, instead of being handed over to the lawful authorities of the nation whose laws she had violated, is sent as a prize to Sierra Leone. May we not be excused for inquiry, upon what pretence of right was this vessel first taken possession of by an English cruiser? What law was she suspected of having infringed? Why, when such suspicion as was entertained was confirmed, was she sent to Sierre Leone, to be tried before a court who could not rightfully entertain jurisdiction over her?

While penning these pages, another case has met our eyes in which Commander Hunt and his ship, the *Alecto*, again appear in a very questionable character. The account to which we now refer has not appeared in an official shape, but the character of the paper from which we extract it, and the whole circumstances of the case as related, carry with them strong evidence of faithfulness in the narration:

From the Boston Courier of July 23d, and New York Herald of July 25th.

"The brig *Caroline*, of Boston, Captain Bradford Gibbs, on her passage from Boston to Matabele on the west coast of Africa, was seized on the 8th day of May last, by the British steamship *Alecto* off the Rio Nuner, and from thence taken and anchored off the port of Sierra Leone where she was liberated. Captain Gibbs, in his report of the case to the Secretary of State, states that the brig *Caroline* left Boston on the 4th of April last, with a full cargo of such articles of merchandize as are usually taken for the purpose of legitimate commerce on the west coast of Africa, and that, on the 8th day of May, the brig was hailed from the steamer *Alecto*, and ordered to heave to. The *Caroline* had the United States flag flying from her mainmast head at the time. The brig was boarded by an officer of the *Alecto*, who examined the papers of the *Caroline*, and also inspected her hold. Word was then sent to the steamer, that the brig's papers appeared to be all right, but that she had a suspicious cargo. The Commander of the *Alecto* then came on board of the brig, and inspected her papers, and afterwards ordered Captain Gibbs to go on board the steamer with his papers. On board the steamer, the Commander asserted that the brig's papers were false, and told the Captain that he had better let them swim. Captain Gibbs was then returned to his own vessel, the main hatches of which were broken open by order of one of the steamer's officers without the consent of Captain Gibbs; a part of the cargo was taken out and examined, and afterwards replaced, and the hatches put on again. Towards evening a prize officer and crew from the *Alecto* were put on board the *Caroline* with directions to

follow the steamer. The next day, they arrived off Sierra Leone; and on the following morning, two officers of the *Alecto* came on board the brig, one of whom told Captain Gibbs that he had come on board for the last time to give him a chance to let that ensign swim—pointing to the American ensign. Captain Gibbs declined to adopt his advice. The officer then again examined the *Caroline's* papers, which they sealed up and gave them to Captain Gibbs, forbidding him to open them till they should be given to the American Consul. About nine o'clock in the evening, the brig was brought to an anchor off Cape Sierra Leone. The next morning, the Commander of the *Alecto* came on board the brig, and stated that he had been advised to give her up, and offered to tow her to Sierra Leone or to Matabele. Captain Gibbs said, that he had no request to make, and the Commander then left the brig. Captain Gibbs at once proceeded to Freetown, and caused a protest to be noted against the proceedings to which he had been subjected, and also served the Commander of the *Alecto* with a notification that he would be held responsible for his conduct."

To return to the first cited document. On page 69 will be found a curious paper called "a list of vessels captured during the preceding three months." It is without date or any authentication, but would seem to have been furnished to Commander McBlair by the commanding officer of H. B. M. S. *Antelope*. We have already quoted this paper, but as it is brief, and open to comment, we again advert to it. The substance of this paper is as follows:

"*Jupita*, captured by H. M. S. *Antelope*, with seventy slaves on board, *flag and papers destroyed by her master* in July last.

"*Onward*, of Boston, captured by H. M. S. *Alecto*, in September; *her master having destroyed her flag and papers*.

"*William Clarke*, brig of New Orleans, captured by H. M. S. *Firefly*. Her master confessed that she was engaged in the slave-trade, and *threw her colors and papers overboard*.

"*Charles*, of Boston, *without any colors or papers*.

"*Abbot Devereux*, schooner, *papers and flag voluntarily destroyed by her master*.

"Also several vessels under the Portuguese and Spanish flags in addition to the above, who sailed under American colors, proving, on examination, to have been fraudulently assumed."

The case of the *Onward*, one of the above enumerated vessels, is referred to in two other parts of the document under consideration. In a communication from Mr. Gabriel, a British official, dated Loanda, October 13, 1857, (p. 9,) it is said she "was recently *detained* by her Majesty's ship *Alecto*, without any papers of nationality whatever on board." In Lord Napier's communication to Mr. Secretary Cass, under date of December 24th, 1857, it is thus spoken of: (p. 13.)

"The brigantine *Onward*, of Boston, was more than once remarked and suspected under American colors. When at length searched by her Majesty's ship *Alecto*, the ensign was voluntarily struck, and all pretensions to American nationality renounced."

We cannot but be struck with the difference of the statements thus given from three British functionaries of the same transaction. Whether the flag and papers had been destroyed before the intervention of the British officers before the capture was made, as is obviously intimated in the two statements first above given, or, after the search, as stated by Lord Napier, does not distinctly appear; yet, admitting to the fullest extent, any or all of these various and not easily reconcilable representations, the vessel, cargo, officers, crew, owners, and other

participants in the transaction, had not subjected themselves to capture by a British cruiser, had not made themselves amenable to a British court, had not incurred the penalty of the forfeiture of the property to the British government or her English captors, but had, by the violation of American law, incurred all these responsibilities to their own country. Yet, under these circumstances, the captain is permitted to divest himself, his crew, and cargo of their nationality, to escape personally, with impunity, and to dispose of every evidence which could affect his owners, and the other participators in the transaction.

In Lord Napier's communication to Mr. Secretary Cass, already cited, of December 24, 1857, there are some sentences which deserve notice. Page 13: "The Adams Gray, which carried American papers, thrown overboard before the seizure." Probably, as in some of the cases already referred to, after the boarding, the Captain was "allowed his option whether to be taken under the American flag or otherwise." He chose to denationalize himself; threw his papers overboard and submitted to be captured, as without flag or papers. If the papers were thrown over before the British officer was on board, what evidence existed of that fact or of the character of the papers? The *Jupita*, the American papers and ensign, thrown overboard before the seizure. The *Eliza Jane*, captured without papers or colors. The *Onward*, already noticed. The *William Clark*: when her Majesty's officers finally decided to open the hatches, the flag and documents were thrown into the sea, and *she became a lawful prize*. We would respectfully ask of his Lordship to whom did she become lawful prize, and by what law?

It is presumed that it would be altogether supererogatory to adduce more evidence to demonstrate the course of action pursued by the British cruisers delegated to suppress the slave-trade on the coast of Africa. The testimony which has been exhibited, is derived almost exclusively from themselves, or those who rely upon their representations.

What, then, is the summary of the entire story? The commanders of these vessels overhaul every vessel which they encounter, no matter under what flag she sails. They, in person, board, demand to inspect the papers—no one, even of their own subordinates, is present to witness the proceedings. These papers are denounced as fraudulent; sometimes without being examined, the flag affords no protection. The master is, if guilty, alarmed by the information that the *Dale* is near at hand, and that he will be delivered over to the custody and disposition of an American man-of-war. If he yields to this menace, he is allowed to denationalize himself, and throw into the sea his national colors and papers. The vessel is then seized as a lawful prize, without flag or papers; her officers and crew are landed on the neighboring coasts, released from all personal responsibility, subjected to no punishment for their criminal violation of the laws of the United States, and the captured property sent to Sierra Leone to be tried before a British court of Admiralty; and, as we presume, condemned as a prize for the benefit of the captors. Among the papers transmitted by Lord Napier to Mr.

Secretary Cass, (p. 14,) is a copy of a sentence of a Portuguese court in the case of the barque *Velha Aunto*, alias the *Splendid*. It would seem more germane to the matter had his Lordship communicated records of the British courts of Vice-Admiralty, where prize proceedings were instituted against those vessels which had been seized as without colors or papers, when both had been thrown overboard at the instance and with the connivance of the captor. Our curiosity would be gratified by a perusal of these prize proceedings. We are not aware that there is any provision in the law of nations which prohibits the hoisting a false flag, much less which subjects the vessel on board which it is done to condemnation as lawful prize. It is a thing of usual occurrence among ships of all characters and of all nations. British national vessels, American, French, and indeed all, without distinction, both in time of war and of peace, are in the habit, whenever occasion requires, of exhibiting colors not belonging to their own country; merchantmen of all descriptions do the same, and we are yet to learn where it is inhibited or subjected to punishment in any public or municipal law.

An American vessel, or one claiming to be such, found without the papers which our municipal laws require, is guilty of a violation of those laws, and such violation subjects the offender to punishment. We are not, however, aware of any such provision in the code of public law. By certain treaties, under peculiar circumstances, ships of different nations are required to be provided with documents to show their national character; but even under such circumstances, the absence of such papers amounts, as between the parties to such conventions, to nothing more than a want of proof of nationality. We are yet to learn how the mere fact of being found without papers furnishes sufficient ground for the exercise of prize jurisdiction by a British court of Admiralty. Nor is the case essentially changed if spurious papers are found on board. The forgery of papers may be, and usually is, an offense against the municipal laws of the country to which the vessel or party belongs, or within whose jurisdiction the act has been committed, punishable by her own courts; but England has long since recognized and acted upon the doctrine, that her judicial tribunals cannot and will not administer or enforce the penal laws of any other country.

By one of the provisions of our revenue code, a pecuniary penalty is imposed on every American vessel not provided with certain prescribed documents. The want of such papers, or the possession of such as being spurious, purport to be what the law requires, is consequently a violation of such law. The offense, however, is cognizable exclusively in the courts of the United States. No foreign tribunal can rightfully exercise jurisdiction in the case; but to make it the ground of condemnation as prize by an English court of Admiralty is preposterous and absurd.

If, then, we were surprised to find it so repeatedly advanced by the naval officers of Great Britain, that a ship, seized without colors or papers, became thereby a lawful prize, we were utterly astonished to perceive that so able a diplomatist as Lord Napier adopted the same

doctrine, and asserted in page 13, in the case of the William Clark, that "the flag and documents were thrown into the sea, and she became a lawful prize." In page 12, his Lordship uses other language, which, while it seems somewhat at variance with what has just been quoted, is, in our humble judgment, particularly when we consider the circumstances of the various cases which have occurred, scarcely less objectionable. On page 12, we find this passage—

"When the vessel is overtaken with negroes on board, or in such a state of preparation that no doubt can exist of her immediate intention, the American ensign and papers are made away with. The origin and ownership are then deduced from the nationality of the master, supercargo and crew, from documentary evidence discovered on board, or from information elicited on trial."

If we correctly apprehend the language of his Lordship in the passage above quoted from page 13, he gives his sanction to the doctrine that the simple fact of a vessel being found without flag or papers constitutes her *per se* a lawful prize—a doctrine from which we wholly dissent. If such be the doctrine of the British prize courts, in a period of profound and general peace—of which, however, we have as yet seen no evidence—the records of those courts, if produced, would exhibit the fact. It is, however, difficult to reconcile this view of the law with the statement made (by his Lordship himself.) The American ensign and papers having been made away with, "the origin and ownership are then deduced from the nationality of the master, supercargo, and crew, from documentary evidence discovered on board or from information elicited on trial."

This representation obviously implies a judicial proceeding. In the first place, if the entire truth were to be laid before the court, it would appear that the flag and papers had thus been "made away with," under the eye, with the full knowledge and entire acquiescence of the captor himself, who thus has incurred the penalties prescribed for spoliation of papers; sometimes under the menace of being handed over to an American cruiser, and thus to avoid the punishment prescribed by the laws of the country which he has insulted and outraged. Is not this a palpable case of compromising a felony? Can it be distinguished from the case of a member of the detective police, appointed to ferret out the offender as well as the property which has been stolen, and hand over both to the appropriate tribunal, who should accept and pocket the stolen goods, and suffer the criminal to escape unwhipped of justice?

Again, we are disposed to inquire to what purpose is an inquiry instituted, as to the origin and ownership of property, when the simple fact of being denuded of flag and papers constitutes the vessel a lawful prize? It is hoped, that, while such an investigation can have no influence on the rights of the captors, it is not instituted merely for the purpose of gratifying a prurient curiosity, or still worse, to discover some ground upon which to heap additional odium upon the Government and people of the United States, by charging them with being the real culprits in the case. Again, how is the origin and ownership, if at all material in the question of prize or no prize, to be deduced from the nationality of the master, super-

cargo, and crew, when one of the first acts of the captor is to get rid of any evidence to be derived from this source by landing the whole of them on the coast of Africa? From whom can information be elicited on trial? The papers are destroyed, the crew put on shore, no one sent in with the prize who knows anything about her.

Whatever explanation may be given of these apparent irregularities, whatever attempt may be made to reconcile these inconsistencies, we hazard little in asserting, that the whole conduct of the British commanders, as given by themselves, is a deviation from the existing usage of the English and American navies, is in clear violation of the laws of nations, of the best established rules of the British courts of Admiralty, and in direct opposition to the positive instructions from their own government.

The Commodore in person boards the suspected vessel. This is a duty ordinarily committed to a Lieutenant or other subaltern officer. He is unaccompanied by a single witness. The evidence of the captor as to what transpired on board is inadmissible in prize proceedings, and consequently there can be no testimony to exhibit to the court to account for the circumstances under which the flag and papers had disappeared, or, indeed, that they had been disposed of at all. Neither the prize master, nor the prize crew knew anything of these matters, and, of course, could shed no light upon the transaction. They probably knew as little of the time, place, or manner in which the officers and crew were disposed of. They could, if admitted as witnesses before the prize court, testify only to the simple fact that, when they went on board, neither colors nor papers were to be found. Experience has long since demonstrated that no positive falsehood conveys a more unfaithful representation of the truth, than a narrative, which, while it gives us an account of some fact or facts which really occurred, yet, either from design or ignorance, omits every one which gives character or color to the story. Is it a harsh suspicion that Commodore Wise took the precautions which he did with an eye to these results? That he boarded in person that no one might be able to contradict or explain his statements? Where is the evidence that the *Bremen* carried spurious papers? Although the Commander of the *Myrmidon* had examined them without detecting anything irregular in them, Commodore Wise, instead of bringing them in to verify his accusation, allows them to be thrown into the ocean, and rests his charge upon his own uncorroborated statement.

To any one versed in the admirable course of practice which has been adopted in the prize tribunals of every civilized nation, it would be unnecessary to point out the uniform and systematic deviations from that code, which has characterized the entire conduct of the British naval commanders on the coast of Africa.

In such an investigation as the present, not designed exclusively for professional men, it may be advantageous to allude briefly to the principles which govern these tribunals. For this purpose we shall quote a few sentences from the writings of the late distinguished jurist, Mr. Wheaton, whose reputation as a publicist stands high in Great Britain and on the European continent, as well as in his own country. The

paper from which these extracts are taken is, as he himself informs us, "principally copied from the rules of the British courts, which, as far as cases have arisen to which they could apply, have been recognized and enforced by the Supreme Court of the United States, and, for the most part, are conformable with the prize practice of France and other European countries." "As soon as a vessel, or other thing captured as prize, arrives in our ports, notice should be given thereof by the captors to the District Judge or Commissioners appointed by him, that the examination of the captured crew who are brought in may be regularly taken in writing upon oath, in answer to the standing interrogatories." "It is also the duty of the prize master to deliver up to the District Judge all the papers and documents found on board, and, at the same time, to make an affidavit that they are delivered up as taken, without fraud, addition, subduction or embezzlement." "In general, the master and principal officers and some of the crew of the captured vessel should be brought in for examination. This is a settled rule of the prize court." "The examination must be confined to to persons on board at the time of the capture, unless the special permission of the court is obtained for the examination of others." "It is upon the ship's papers and depositions thus taken and transmitted that the cause is, in the first instance, to be heard and tried. This is not a mere matter of practice and form; it is of the very essence of the admiralty law." Such is a brief outline of the general code of admiralty practice in cases of prize, acknowledged by the courts of Great Britain and the United States.

By the VIII. article of the treaty of August, 1842, the two governments, whilst agreeing to maintain on the coast of Africa an adequate naval force to enforce, *separately and respectively*, the laws, rights and obligations of each of the two countries for the suppression of the slave-trade, also "stipulated to give such orders to the officers commanding their respective forces, as shall enable them most effectually to act in concert and coöperation, upon mutual consultation as exigencies may arise, for the attainment of the true object of this article; copies of all such orders to be communicated by each government to the other respectively."

Nothing is further from our design or wish than to be understood as casting any imputation upon the government of Great Britain as having omitted or neglected faithfully to perform to the full, the obligation assumed by her in this article. We have yet to see the first evidence of any such dereliction of duty. But with the evidence we have already adduced, we feel authorized and bound to charge home upon the British Commanders on the coast of Africa, a systematic violation of the provisions of this treaty, both as to its spirit and its precise terms.

The obligation is not so imperative upon us to show that the conduct of these officers has been equally in open disregard of and contempt for the orders of their own government. As the fact, however, may become important in any future attempt to unite the efforts of the two nations in their endeavors to attain an object which both profess to have at heart, and can at present at least have a further

effect in directing public censure and indignation to the right quarter, we proceed to substantiate this article of our indictment. We have before us a copy of the instructions prescribed by her Britannic Majesty to her officers, in reference to prizes and prisoners, chap. 8, p. 82. It will be observed how completely they are in accordance with what we have represented as the prize law recognized by that government. We quote the following:

1.

"When any ship or vessel belonging to an enemy shall be captured, or any ship or vessel belonging to a neutral power shall be detained on suspicion of having the property of an enemy on board, the hatches are to be securely fastened and sealed, and her lading and furniture, and in general everything on board, are to be carefully secured from embezzlement; and the officer having charge of such ship or vessel, shall prevent anything being taken out of her, until she shall have been tried and sentence shall have been passed on her in a Court of Admiralty or Vice-Admiralty.

2.

"The commanding officer of her Majesty's ship shall cause the principal officers of any vessel he may detain, and such other persons of the crew as he shall see fit to be examined as witnesses in the Court of Admiralty or Vice Admiralty, to prove to whom the vessel and cargo belonged, and he shall send to the said court all passports, custom-house clearances, log books, and all other ship's papers, which shall be found on board, without suffering any of them to be on any pretence secreted or withheld."

True it is, that the exact language does not enumerate the throwing overboard of papers as one of the acts prohibited. But, unquestionably, the allowance to the captain of a vessel detained, and to whom the intention to seize as prize was communicated, to throw his flag and papers overboard, was as gross a violation of orders as the whole proceeding was of the treaty above quoted.

Such then are the stipulations of the treaty between the two powers, such the instructions given by the British Government, such the provisions of the general law as to cases of prize. After what has been said in the preceding pages, it would be superfluous to adduce further proof to establish the truth of our accusation. As we remarked in an early part of these pages, it is matter of regret that the Secretary of the Navy, in response to the call of the Senate, confined his communication to documents all bearing a recent date. We have learned from high authority, such as to commend our entire confidence, that the instances we have presented of the conduct of Commodore Wise and Commander Hunt are not insulated cases, but, as Captain Conover observes, indications of a system, and one which has been pursued for a series of years.

Upon the same evidence, although not so direct and positive, but as strong as circumstantial evidence can well be, we now proceed to arraign at the bar of public opinion, the Judges and Officers of the Vice-Admiralty Court at Sierra Leone, and we are warranted in including that at St. Helena, in the charge, as accomplices, in the same guilty transactions. It cannot be believed that the several British commanders on the coast would persist, during a long period of time, in capturing vessel after vessel, under the circumstances which have been detailed, and sending them to Sierra Leone as lawful prize, with-

out flag, papers or crew, unless the action of the Vice-Admiralty court at that place sanctioned and encouraged such proceedings. Should this countenance and encouragement have been afforded by the court, it would, as has been shown, be not only a departure from, but in positive violation of the principles of public law, which we have cited of the 8th article of the treaty of 1842, and of the instructions from the British government to their cruisers. The uniform silence which has prevailed on this branch of the subject, the omission to produce one solitary record of a condemnation by that court, certainly heightens the suspicions which other facts had awakened. The commanders in their various statements have disclosed facts which establish an unlawful collusion between themselves and the captains of the alleged slavers, by which the latter escape all personal punishment, and the captured property is saved from the operation of the laws of the United States, which alone had been violated, and to which alone it was rightfully amenable, and is made to enure to the benefit of the scarcely less culpable captors. It would not perhaps be unjust were we to surmise, that, this guilty collusion, so systematic and so persistent, indicates at least the probability that a similar understanding between these parties existed prior to the capture, and provided in advance for that event. We are informed from high authority, that so profitable is the business thus carried on, that, in the brief period of two years, the enormous sum of £70,000 was distributed as prize money among the officers and crew of these cruisers. Where such enormous profits are derived from transactions, which, in their mildest aspect, are obviously illegal and criminal, we cannot wonder, if, not only one point, but many are stretched for the purpose of realizing such emoluments. As, also, it seems impossible to suppose that such a system would be carried on, without the aid and instrumentality of the courts of Admiralty, sanctioning the open and direct violation of law—and men do not usually “file their hands for others use,” without an equivalent compensation or share in the plunder—the prize court at Sierra Leone must rest, without some explanation not yet communicated to the public, under the grave suspicion of being deeply implicated in these nefarious transactions. We are aware that when a vessel is libelled in the prize court, any individual interested in the property may make himself a party to the proceeding, by filing his claim and asking restitution; but we also know, that when the prosecution is in a British prize court, for being concerned in the slave-trade, no claimant is allowed a hearing who is a citizen or subject of a country by whose laws that trade is interdicted. No American, Spaniard, or Portuguese would therefore, under such circumstances, present himself as a claimant in any such case. Nor after the officers and crew have been landed on a distant part of the coast, and the ship's papers have disappeared, would it be practicable for even a party, wholly free from any imputation of being a participator in a guilty transaction, to know when and where to assert his rights!

The facts which have been disclosed furnish, at least, a plausible solution to much of the mystery connected with this subject. They explain how a trade, denounced by the whole Christian world, should

continue to exist, and even flourish, notwithstanding the exertions made to put it down. They explain how it happens that so few captures are made by the American cruisers off the African coast; how, notwithstanding the number seized by the British squadron, so many more escape with impunity; and how it happens that, while so many of those which are captured are denounced as American, nearly every one is found without a flag or papers to indicate her nationality or ownership; and, finally, how so few of the guilty perpetrators of the crime are brought to punishment. It might be inferred *a priori*, that, so long as three-fourths of the vessels concerned in this traffic escape, either by their own adroitness and skill, or by collusion with the parties employed to detect and bring them to punishment; so long as the trade continues to yield such profits, that, if one of three escape capture the owners are amply remunerated; so long the trade will continue. So long as the offense is held by our laws to be more heinous, and visited with far more severe consequences than by Great Britain, it is to be expected that the criminals will prefer the simple loss of property without personal punishment, which is all they apprehend if captured by an English cruiser, to the forfeiture of both property and life under the laws of the United States. That so long as under British law the entire profit of the capture enures to the benefit and emolument of the captor. That they will consent to denationalize themselves by the destruction of the evidences of nationality, and submit to the consequences of British capture, rather than allow themselves to fall into the hands of an American man-of-war; and British cruisers make such a compromise.

In reference to diseases of all descriptions, the knowledge of the causes which engender them, and which continue and exacerbate them, is the first and surest step in effecting a cure. Let us begin by ascertaining if practicable the real causes of the acknowledged evil. If that can be traced to its sources, its root be exposed, then let the appropriate remedy be applied; and if none be available, then, but not till then, let the disease be deemed hopeless and incurable.

If, in reference to the difficulties which have recently occurred between the United States and Great Britain, and which for a time threatened to disturb the harmony existing between the two nations—a calamity most seriously to be deprecated, not only by the immediate parties, but by every friend of liberty, civilization, and christianity—a measure or system of measures can be devised and practically adopted which shall preclude the recurrence of such causes of disturbance, a most important and a happy result will ensue. There are difficulties, and we apprehend insurmountable ones, in the way of attaining this desirable object through the ordinary channels of diplomacy. The routine of diplomatic intercourse creates impediments which cannot readily be overcome, and would certainly and necessarily lead to delays which it is desirable to avoid, and, perhaps, give rise to new questions which may still more embarrass and complicate the subject. Gentlemen, holding the high position of ministers at a foreign court,

have not the time or the means for instituting and prosecuting the various and minute inquiries and investigations which such a subject as we are now considering demands. It may be suggested that the business could, with a prospect of more satisfactory results, be confided to a commission, consisting of one or two competent persons, to be appointed by each government, invested with ample powers to elicit from the public archives and other authentic sources all the information required, and finally to submit, either jointly or severally, such propositions as, if adopted, may in their judgment best conduce to the settlement of the question in a manner most likely to accomplish the object, and the least likely to offend national honor and national dignity.

We have been surprised to find in some of the recent debates in the British Parliament, and specifically mentioned in a pamphlet on the subject, emanating from the pen of a barrister of Nova Scotia, (Mr. Whitman,) that "the very occurrences of which Mr. Cass complains as outrageous proceedings, have happened as the natural result of his own request and directions."

To substantiate this extraordinary assertion, a quotation is made from a communication addressed by the American Secretary to the British Minister, under date of the 10th of April, 1858. Even did the paper of General Cass fairly admit of the construction which has been given to it, which, however, we distinctly repudiate, it would seem that Mr. Whitman has fallen into a serious anachronism in attributing to a document, dated at Washington, on the 10th of April, the transfer of British cruisers from the coast of Africa to the Gulf of Mexico, when in point of fact these vessels were in the Gulf at and before the date of that despatch, and the conduct of one of them is particularly referred to in that very paper. Had the letter of General Cass, which is assigned as the cause of occurrences anterior to, concurrent with, and immediately subsequent to its date, been written months or even years before, it would be difficult to comprehend how the proceedings complained of "have happened to be the natural result of his own request and direction." The extract from the letter of the 10th of April, as quoted by Mr. Whitman, is as follows, viz :

"Experience has come to test the measures proposed, and they have been found inadequate to the extinction of the evil; so much so, that, in the opinion of your government, its present activity demands increased exertions on the part of the United States with a view to accomplish the object. These exertions, it is suggested, should be directed to the coast of Africa, in order to render the blockade more effectual, and especially to examine and deal with vessels bearing the American flag and suspected of being engaged in this trade. This system of a joint blockade has been pursued for some years, and the benefit it has produced bears no reasonable proportion, I regret to say, to the expenditure of life and treasure it has cost. But this failure need not discourage the anxious hopes of Christendom.

"There is another way of proceeding without the dangers, and doubts, and difficulties, and inefficiency which beset a blockade, and which is sure to succeed if adopted and persevered in, and that is to close the slave-mart of the world, or rather of the Island of Cuba, which is now almost the only region where the slave-dealer can find a market. If these unfortunate victims could not be sold, they would not be bought. To shut the ports of Cuba to their entrance is to shut the ports of Africa to their departure; and to effect this nothing

would seem to be wanting but the cordial coöperation of the Spanish Government. The conventional arrangements which exist between Great Britain, and France, and Spain, for their mutual coöperation in the suppression of the slave-trade, are very imperfectly known to me; but it is understood that Spain has entered into engagements with Great Britain, if not with France also, that she will use her best exertions to prevent the importation of slaves into her dominions. This pledge, if given, has certainly not been redeemed, though it is difficult to believe that the Spanish government would resist or neglect the firm remonstrance of these two great powers, or even of Great Britain alone, if she, alone, has the right by treaty stipulations to demand of Spain the faithful performance of duties which she has voluntarily assumed. Upon the course of the Spanish government far more depends than upon the most rigorous blockade of the African coast."

With all the italics, small capitals, and large capitals with which Mr. Whitman has marked this passage, it has not been within our capacity to see how it, even remotely, bears upon the position or fortifies the conclusion for which it was cited. The writer remarks:

"It is in accordance with such views on the part of Mr. Cass, that the British government turned its attention for the suppression of the slave-trade from Africa to Cuba, deeming that the right of visit, as it had been exercised on the one coast, would be unobjectionable on the other."

Similar language is reported to have been uttered by Lord Malmesbury in a recent debate in the House of Lords.

In the view we have taken, as well of the paper itself as of the circumstances under which it was written, the whole comment is erroneous. It has been shown that, from the dates of the occurrences, it was utterly impossible that the action of the British government, in transferring any part of their blockading squadron from the coast of Africa to that of Cuba, could have been adopted in accordance with the suggestion of General Cass, for the obvious reason that the transfer preceded in point of time the suggestions in which they are thought to have originated.

It also appears from a report of a recent debate in the House of Commons, that Lord Palmerston, who retired from the Premier ship in February, 1858, asserted that the orders for transferring the British blockading cruisers from the coast of Africa to that of Cuba were issued under his administration, and that this was done "in deference to the expressed wishes of Parliament; and in consequence of the repeated deputations which came to members of the late government urging that course."

In the next place, the idea that "the right of visit as it had been exercised on the one coast, would be unobjectionable on the other," is equally unfounded. The right of visit and search, as occasionally exercised by British cruisers on the coast of Africa, had been the incessant ground of complaint and remonstrance by the Government of the United States. Of this, the whole document to which we have referred, and especially the letter of General Cass thus cited, exhibits abundant evidence. As the claim of right, under which the practice had to some extent been exercised, as has been already shown, was the subject of remonstrance and complaints, how can it be supposed that, when again exercised in our own immediate neighborhood, on our own coast, it would have been deemed "unobjectionable," it is not

within our limited capacity to conceive. But the gravest part of the assertion remains to be examined. How the "outrages" complained of are to be considered, despite the anachronism, as the natural result of "the request and directions of Mr. Cass," is not explained, and to our understanding is not susceptible of explanation.

The language of the American Secretary appears to us perfectly intelligible and plain. Having replied to the suggestions of the British Minister as to the means most advisable to be adopted for the extinction of the African slave-trade, and having remarked that the experience of years had demonstrated that the provisions of the treaty of 1842, by which the two nations had stipulated for a naval squadron to act on the coast of Africa, had involved an expenditure of money and of life wholly incommensurate with the results actually accomplished. General Cass suggests, as a means far more likely to accomplish the desired object, the closing of Cuba to the trade. To effectuate this, he observes, "nothing would seem to be wanting but the cordial coöperation of the Spanish government." Alluding then to the conventional arrangement already subsisting between Great Britain and Spain, and the right of the former power to enforce their performance, he concludes with saying, "upon the course of the Spanish government far more depends than upon the most rigorous blockade of the African coast."

By what train of reasoning these suggestions can be construed as leading to the proceedings of which we complained in the Gulf of Mexico, as they are not explained, we freely admit that we are unable to conjecture.

We do not profess to be better acquainted with the conventional arrangements between Great Britain and Spain than Gen. Cass. But, with him, we understand that by them, Spain, for the pecuniary compensation of £600,000, expressly stipulated to put a stop to the African slave-trade throughout the whole extent of her dominions. This contract was made with Great Britain—the consideration money was paid by the latter power—and Gen. Cass, with his accustomed sagacity, in discerning the real obstacle to the accomplishment of the object to be attained, and the effectual mode of doing it—assuming this to be the real state of the case—suggests that England, having the right, should demand of Spain "the faithful performance of the duties which she has voluntarily assumed," adding that "upon the course of the Spanish government far more depends than upon the most rigorous blockade of the African coast." Such is the plain unvarnished statement of the case. There have been no "directions" given by the Government of the United States, no "request," and, indeed, no language, hint or suggestion of any sort, which could lead as its "natural result" to the acts of which we complained.

We have perhaps digressed from our appropriate path to comment upon this misunderstanding of the language of our distinguished Secretary of State; but we cannot leave this subject and resume our direct purpose without expressing our entire and cordial concurrence in the views taken by Gen. Cass, when he remarks, "there is another mode of proceeding, without the dangers and difficulties and ineffi-

ciency which beset a blockade, and which is sure to succeed if adopted and persevered in; and that is, to close the slave-marts of the world, or rather the island of Cuba, which is now almost the only region where the slave-dealer can find a market. If these unfortunate victims could not be sold they would not be bought. To shut the ports of Cuba to their entrance is to shut the ports of Africa to their departure."

In the enunciation of the general proposition, Gen. Cass merely expresses one of the axiomatic truths of political economy. Where there is no demand there will be no supply. In his application of this obvious principle, he but follows the footsteps of one of the most profound and sagacious among British statesmen. The same truth, with the same application, was made more than sixty years since by a no less eminent man than Edmund Burke.

The learned writer has not been more fortunate in the remark that the British government was justified in "deeming that the right of visit, as it had been exercised on the one coast, would be unobjectionable on the other." Surely Mr. W. must have read the correspondence between the two governments—and particularly the despatch of Mr. Secretary Cass, which he quotes—with very little attention, to have failed to observe that the right of search on the African coast, so far from being unobjectionable, was the constant theme of complaint and remonstrance. Indeed, until recently, when similar annoyances were, for the first time, experienced in our more immediate vicinity, the exercise of this right, on the other side of the Atlantic, presented the prominent ground of difference between the two nations.

Properly understood, the American Secretary in his dispatch alluded to, so far from inviting the British government, either separately or conjointly with our own, to establish a squadron off the coast of Cuba for the suppression of the slave-trade, points out the right which England has obtained by her "conventional arrangements" with Spain "to demand" of that power "the faithful performance of duties which she had voluntarily assumed."

He expresses his decided conviction that the extinction of this traffic depends upon the course to be pursued by the Spanish government, and that Great Britain possesses the right to direct that course, and never intimates a word as to the transfer of a blockading squadron, far less, of the asserted right of search, from the one coast to the other.

It can scarcely admit of a doubt that the Spanish West India Islands are now the only places in the Western Hemisphere where the slave-trader finds a market for the disposition of the victims of his nefarious traffic. It is equally true, that if the market is closed, the trade must cease. It is not questioned that Great Britain has acquired by treaty an engagement upon the part of Spain, that such markets shall be closed, and it is equally clear that with the right to demand and the power to enforce the performance of this obligation, it still remains unexecuted. The causes which have led to this posture of things remain among the mysterious arcana of English and Spanish diplomacy. So far as the world knows, for some reasons not yet disclosed, Great Britain has omitted to insist upon and enforce the per-

formance of an obligation for which she has paid a large pecuniary consideration, and Spain, having pocketed the stipulated price which she required for the concession, withholds a compliance with her side of the bargain.

Similar arrangements were made with Brazil, the only other Christian power which allowed and afforded encouragement to the African slave-dealer. That government was slow in the performance of its engagements. Did Great Britain silently submit to this state of affairs, and allow Brazil to evade or avoid the performance of her duties? Far from it; finding all remonstrance ineffectual, she took the matter into her own hands, stretching to the utmost extent the rights she had purchased, if not transcending any authority derived from the law of nations, to compel their execution. Parliament enacted a statute, empowering her cruisers and her courts to enforce upon the people of Brazil the obligations which their government had assumed. This measure, the right of which was, to say the least, questionable, upon any principle of public law, at once accomplished the desired object. The slave-trade has become extinct along the entire coast of that extended and prosperous empire.

While British statesmen, in their official annunciations, and British orators, in their periodical declamations, are continually lauding this energetic policy of their government in its dealing with Brazil, they refer to the continuance of the odious traffic within the dominions of Spain in a very different strain. Some portion of their vituperation is, of course, heaped upon Spain for her faithlessness in the discharge of her obligations; but their fiercest denunciations are poured out against the United States. The continuance of the trade is attributed, as we have seen in all quarters, to the inefficiency of our laws and the want of energy in their administration; to the illegal and unwarranted assumption of our flag; to the forgery of American papers. It does at first sight appear strange that an innocent individual, whose apparel has been stolen from him and worn as a disguise by the burglar or the murderer, should be charged with the guilt of the crimes thus perpetrated under color of his dress; that the bank or merchant, whose name has been forged by the adroit swindler, should be denounced as the culprit, instead of the actual rogue by whom the fraud has been committed; that the United States should be loaded with all the odium of the transaction, because her flag has been unlawfully assumed, and forgery has been committed in simulating papers, purporting to be issued under her sanction, and this, too, when the British cruisers who make this representation of the case, according to their own statements, having ascertained, by personal inspection, that such frauds have been committed, and the parties to it known, and actually in their power, suffer the evidence upon which it is based to be destroyed, the guilty offenders to escape with impunity, and content themselves with pocketing the proceeds of the crime, and throwing the entire odium and responsibility upon the United States.

If this view of the case, drawn, if not entirely, yet mainly from British sources, did not at once present itself to every observing mind, the questions would readily suggest themselves, with a full knowledge

of the course which has been pursued by England towards Brazil, and the effects which that policy has accomplished, why have not the same energetic measures been adopted in regard to Spain? If the one was bound by treaty to close the market for African slaves, is not the other under the same obligation? If the remissness on the part of Brazil to perform the duty she had assumed justified England in taking the matter into her own hands, and enforcing the obligation by her own means, and if such policy has been proved by experience to be thoroughly effective, why is not the same measure of coercion employed to enforce the same duty on Spain?

These and similar interrogatories, naturally growing out of the real facts in the case, and suggested by the letter of Mr. Secretary Cass, so frequently referred to, will continue to be put, and in our judgment they merit a response. The United States, its Government, and its people, its legislature, and its judiciary, its civil and military functionaries, have been arraigned at the bar of public opinion. The accusations which have been preferred are of the gravest character; they profess to be founded upon testimony, which, if it does not in all quarters command implicit credit, yet, on its face is at least plausible, and has, in the estimation of British functionaries, been regarded as furnishing a sufficient basis upon which to found these heavy charges. On behalf of the parties thus arraigned, I plead not guilty to the charges. I deny both the competency and the credibility of the evidence upon which they profess to be sustained. I object to the accusing party as being, from his own representations, so obviously the criminal, not merely as accessory, but as principal, that he has no right to attempt to shift the responsibility of his own acts and omissions from his own shoulders and fasten it upon another. Unless I have entirely misapprehended the whole matter, and no pains have been spared to acquire a just comprehension of the subject, if not in all, yet certainly in most of its principal features, I feel authorized to demand and insist upon a thorough investigation of the entire case. Unless very much deceived, the result of such an inquiry, as has been suggested, would not only be to pursue the strategetic policy of Scipio by carrying the war into Africa, but it would be followed by equal results, which would not only exonerate my country and its various representatives from unmerited censure, but throw back upon the accuser the obloquy due to the offender.

ART. IV.—REACTION AND THE ADMINISTRATION.

OPPOSITE systems of philosophy have alternately succeeded each other, and determined in great measure the action of governments and the conduct of individuals throughout all recorded time. No doubt all of these systems were partially true, and when moderately applied in practice, calculated to alleviate, if not to correct, the prevalent social evils of the day. But the diseases of society are as changeable as those of the human body, and require frequent change of remedies;

yet, the social body will, we hope, soon acquire a healthier tone under the more stringent rule that will grow out of the reactionary movement of the days, and which requires *more* of government instead of *less*. Not only do the mobs, riots, revolutions, and self-constituted vigilance committees, so prevalent throughout great part of christendom, attest the necessity of this reaction, but the further fact, that great part of the most gifted genius of the day is continually inculcating the doctrine that human government may, and should be dispensed with, shows that the philosophy originating about the time of the Reformation, has run into ridiculous, yet dangerous, excess.

We saw in the New York Herald lately an enumeration of some ten or twelve Free-Love establishments in the city of New York; and these, it stated, were but the larger and more important concerns. Senator Seward, in a speech during the last Session, maintained, that a part of the *New Idea* and programme of the day was, that every man should till his own lands. This is not the first time that Mr. Seward, the political leader of the opposition, has given utterance to agrarian doctrines. No doubt his gratitude to the anti-renters, who made him Governor of New York, influences him in the repetition of doctrines which he must feel are out of place, at least in the Senate Chamber. He is no observer of the signs of the times, or would have discovered that his New Idea is effete, and just about to give place to a more sacred regard, and more rigorous protection of the rights of private property. He is no philosopher, or he would have seen that, if all held lands, society must return to the savage state—for men learn to produce the luxuries of life for others, in order to procure the necessaries of life for *themselves*. We would all wear skins, and live in caves or wigwams, if we all owned lands; for nobody would build a fine house, or make fine clothes for himself. It is land monopoly, the command of capital over labor, that originates and sustains civilization. This is beautifully illustrated in a passage we were reading the other day in Proudhon. He says, "that the chestnut trees afforded food and shelter for a considerable portion of the population of the Island of Corsica, and that it had been proposed to cut them down to civilize these idlers." "No," says Proudhon, "appropriate them!" If chestnut trees, in common, suffice to make men savages, how much more certainly would a few acres of land to all, or, which is the same thing, the holding of lands in common? All history shows, that it is the holding of the land by the few that begets and sustains civilization; and that where lands are in common, or where every body may till his own lands, the people are savage or bar-

barous. The great Proudhon calls "property a thief," and yet, unconsciously, proves this theft to be the greatest benefactor of mankind. I fear, however, Mr. Seward, that your mind is rather brilliant than analytical, and that you will not comprehend our doctrine; but it may be useful to some who have been deluded by your seductive eloquence.

Your New Idea is in truth a defunct idea. It received its *coup de grace* in the last Presidential election, when the Democracy—for the first time in its annals, fighting under the banner of Conservatism—overcame the hosts of the Isms, headed and led on by you and Greeley, and Parker and Garrison, *et id omne genus*. This was the beginning of a reaction of a *really* new idea, that will sweep you and your old anarchical idea out of existence, and substitute in its stead the conservative idea. Your doctrines propose to destroy all the institutions of the country, North and South—those of the present Democracy to conserve them all. A rigorous, active, energetic conservatism, which shall promptly exert all the powers of Government to preserve order, and punish crime, is alike needed by all sections; and we see not why an Administration, elected and instructed by the terms of its election, as the present was, may not allay and heal all sectional discord. So far, it has certainly done much to promote this desirable end. A conservative party, and a conservative administration, will always be sure to protect and defend alike the rights and institutions of each of the States, and of every section.

The first fruits of reaction have been good: it remains to be seen what the future will bring forth.

There are two subjects on which the Democratic party and its Administration will have ere long to act, with which the doctrine and practice of conservatism are intimately connected. The one, the question of the suppression of bigamy, or rather polygamy, by the Federal Government, in Utah; the other, the admission of Kansas as a State, should she apply for admission before her population has reached the number of ninety-three thousand. The latter question is easily disposed of. Some requisite, as to population, must be required. It is hardly consonant with fair dealing and Republican equality, that *new States*, with less than a hundred thousand inhabitants, should have equal weight in the Senate with the State of New York, with a population of over three millions. The old States were equal and independent before the Constitution was framed, and the smaller ones, very properly, insisted on preserving that equality in the Senate. Territories have no *right* whatever to admission as States, and should be put on reasonable terms. But the gross impropriety of re-

quiring of the existing States a certain ratio of representation in the lower House, and then permitting a mere novice to enjoy the same representation with a third of the population, shocks our sense of justice. It would be undignified, as well as unjust, in Congress to depart from its requirements as to the requisite population to give a right to representation in favor of a mere territory, whilst it rigorously adheres to those requirements as against the existing States. Moreover, when we once depart from the proposed rule of admission, where shall we stop? If thirty thousand people suffice to constitute a State, why not five thousand, or five hundred?

Former precedents of reckless and inconsiderate admission are beacons to deter, not examples to follow; for they occurred under the old regime, when squatter-sovereignty wanted in power, and the Democratic party, under the banner of "the world is too much governed," was hurrying into the abyss of anarchy. This party, like the Whig party of England, is practical and pathological, and adapts its principles, its practices and policy, to the exigencies of the occasion. If the Ship of State were always steered in a straight line under the guidance of unyielding principles, she would be sure at last to be wrecked, midst rocks or shoals.

If men could foresee the future, with all its wants and circumstances, it would be well to talk of uniform, established principles; but, as they cannot, temporary expediency is the only practical guide of action.

The disposition to be made of the subject of polygamy in Utah seems to us easy of solution. The Federal Government, as trustee for each and all of the States, is the Government, and the only Government of the Territories. Territorial governments are its mere agents; and it is bound to see that such governments perform their duties faithfully, wisely, and efficiently. Their acts are the acts of the Federal Government that appoints them. If they abuse their agency, the laws creating them should be promptly repealed, and the Federal Government should resume the immediate and direct execution of its trust.

This very proposition was made by Senator Douglas, in a certain contingency, as to Utah. Now, no one can doubt that the Federal Government, if ruling Utah directly and immediately, should punish polygamy as a felony. But we have shown that the intervention of the Territorial government does not differ the case, for that is a mere agency. The doctrine laid down in the Dred Scott case amounts to this: for if a Territorial government may not exclude or abolish slavery, it is because it is the agent and servant of the Federal Government, which is bound to supervise and control its action;

and as the latter possesses no such power, but, on the other hand, is obliged to protect the institution, it may and should prevent such unconstitutional exclusion or abolition by the former. Now, the obligation to punish polygamy as a crime, is greater and more obvious than to prevent abolition; for the former is injurious to the citizens of the whole Union, for it practically excludes all but Mormons from the territory, whilst the latter only excludes a portion of the citizens of a section of the Union that are slaveholders. Again; suppose Utah lay along side the existing States, and was a place of refuge for all dissatisfied wives and husbands, who had formed new attachments, and might contract new marriages by removing to Utah, is it possible that the Federal Government, whose duty it is to administer the affairs of territories, would have no power to abate the nuisance? No doubt it possesses such power; and, in the supposed case, would speedily exercise it. But the distance of Utah neither affects the principle nor the obligations of Government. This doctrine of territorial sovereignty is the most abominable phase of squatter sovereignty; for the unorganized body is not half so efficient for mischief as the territorial government that succeeds it. Indeed, we do not perceive that the cases are not identical, and only make the suggestion, because most Southern men repudiate squatter sovereignty, *eo nomine*, and yet maintain the right of Territorial governments to manage, without control, all social relations, except that of master and slave. Now, we really think the South is grossly inconsistent in this matter; and, as the relation of husband and wife is more sacred than that of master and slave, the former is entitled to at least equal protection with the latter. It is true slaves are property, and wives are not; but the protection of property is not the sole function or duty of Government.

Thus far the conduct of the Administration in this matter has been satisfactory. It has shown no squeamish respect for the rights of Sodomites, but has seized upon Utah with the strong arm of military force. Should it continue to act with that energy and promptitude in suppressing commotion and preserving order, with which it has begun; should it continue to exhibit sectional impartiality, and an active and rigorous conservatism; should it realize and act upon the theory that it was elicited to carry out—that is, change the current of Democratic action, not to follow former precedents; in fine, should it adopt as its motto and guide of conduct the maxim, “the world is too little governed,” it will restore order and harmony, allay dissension, preserve the Union, and render itself historical. We say it will become historical, because it will be the great turning point in the history of

the nation, the inaugurator of a salutary and necessary reaction.

NOTE.—We employed such strong language of denunciation in our last articles towards the Political Economists, and towards Adam Smith in particular, that we feel it incumbent on us to prove more fully the charges we preferred. We said, and we repeat, they are mere charlatans, not philosophers, because their pretended philosophy had for its great leading fundamental maxims, "*Laissez-faire*," or "Let Alone," and "Pas trop gouverner"—equal to "the world is too much governed." They lay down these principles without any definite scientific line of restriction or limitation, and, of course, the socialist doctrines of Free-Love and No-Government are inevitable sequences from their promises. You only "Let-Alone" when you cease altogether to govern. So much for their charlatanism. But we also charged that Adam Smith was a dunce. We prove this from a quotation from his "Wealth of Nations," conclusion of chapter 12, Book 3:

"At other times manufactures for distant sale grow up naturally, and, as it were, of their own accord, by the gradual refinement of those household and coarser manufactures which must at all times be carried on even in the poorest and rudest countries. Such manufactures are generally employed upon the materials which the country produces, and they seem frequently to have been first refined and improved in such inland countries as were not, indeed, at a very great, but at a considerable distance from the sea-coast, and sometimes even from all water carriage. An inland country, naturally fertile and easily cultivated, produces a great surplus of provisions beyond what is necessary for maintaining the cultivators; and on account of the expense of land carriage, and inconvenience of river navigation, it may frequently be difficult to send this surplus abroad. Abundance, therefore, renders provisions cheap, and encourages a great number of workmen to settle in the neighborhood, who find that their industry can there procure them more of the necessaries and conveniences of life than in other places. They work up the materials of manufacture which the land produces, and exchange their finished work, or, what is the same thing, the price of it, for more materials and provisions. They give a new value to the surplus part of the rude produce, by saving the expense of carrying it to the water-side, or to some distant market; and they furnish the cultivators with something in exchange for it, that is either useful or agreeable to them, upon easier terms than they could have obtained it before. The cultivators get a better price for their surplus produce, and can purchase cheaper other conveniences which they have occasion for. They are thus both encouraged and enabled to increase this surplus produce by a further improvement and better cultivation of the land; and as the fertility of the land had given birth to the manufacture, so the progress of the manufacture re-acts upon the land, and increases still further its fertility."

Now he was twelve years preparing and writing his book to advocate Free Trade, and yet here tries to show that absolute non-intercourse is best for a people. Can it make any possible difference whether such non-intercourse is brought about by inaccessibility or prohibitory legislation? Have we not clinched the proof of both charges?

ART. V.—ORIGIN AND PROGRESS OF THE TELEGRAPH.

THE experiments of Franklin in passing currents of free electricity through long wires are familiar. In the hands of other experimenters repeated efforts were made to turn the instantaneous transmission to account for purposes of communication. But these suggestions have never come to any direct practical use to this day. As long since as 1798, however, Betancourt operated successfully in transmitting signals by free electricity through a wire twenty-six miles in length, from Madrid to Aranjuez.

With the discovery of voltaic or galvanic electricity such suggestions were renewed—the experimenters not attempting to work by the electric spark, but by the new properties in the electric current now discovered.

The telegraphs proposed by Soemmering, in Munich, in 1809, by Dr. Cole in this country, and by Schweigger, are early prominent instances among these suggestions. They used the electric power of decomposing salts and water as the means for their signals. At a later period, we may here state, Versellmann de Heer proposed ten wires, one connecting with each finger of the listener's hands, and an alphabet of electric shocks! Nearer the point was H. G. Dyar, an American, who, in 1828, put up a wire around the race course at Brooklyn, New York, proposing to mark a long litmus-paper register with the sparks generated by free electricity. Schweigger had proposed a register, but this of Dyar was the introduction of the system now used of notification by dots and points. All these suggestions, however, though they embodied hints which have since been wrought up, were in themselves failures. In 1820 Oersted made the new observation on which the first practical development of the electric telegraph depended—the magnetic power of the electric current. He deflected a needle, hung like a compass needle, by passing the current near it. Ampère at once suggested a telegraph of twenty-five wires, by which an alphabet of needles might be deflected. Such a telegraph was afterwards made by Ritchie and Alexander, in 1837. But this arrangement, as is clear, is at the best clumsy and ineffective. And all progress in this direction was stopped by the discovery of Barlow, of Woolwich, in 1825, that the power of the galvanic current to affect the needle diminished very rapidly as the length of wire increased. At even two hundred feet distance the deminution began to be serious. He estimated it as proportional to the square root of the length of the wire. There needed still in science the great development made by Henry at Albany in 1829 and 1830. In the course of some experiments,

in which he showed the use and powers of long wires in the formation of electro-magnets, he obtained such magnets of very great power, and was able to state their laws with precision. In the course of his experiments with long wires he made the critical observation, that, although the diminution of force noted by Barlow took place when a single battery of one pair of plates was used, *no* perceptible diminution took place, even in a wire of one thousand feet in length, when an *intensity* battery of twenty-five pairs was used. This critical observation depended on a series of studies of short and long wires, intensity batteries, and quantity batteries, which we need not attempt to describe.

In this critical observation the magnetic telegraph of modern times was born. Let our unscientific reader take courage. But he is not at an end. It has yet a long childhood awaiting it before it assumes the working-power of a man. Of its manhood let no man in 1858 dare say a word. It is not even yet of age.

In announcing his observations, Henry said at once that it was now demonstrated that a galvanic current could be made to develop electro-magnetism at a distance, and that Barlow's objections to a telegraph were thus removed. This is the first announcement of the possibility of a magnetic telegraph, after it was possible. The suggestion of Ampere was practically useless, until the means of acting with long wires were suggested.

As soon as these discoveries were made known, the mechanical genius of the world had only to step in and devise the arrangements by which they were to be used. The mechanical genius of the world took up the problem. Morse, who is indissolubly connected with our popular idea of the telegraph, first thought of it and proposed it: he tells us, in a conversation on board the Sully packet ship, in the autumn of 1832, in which Dr. Jackson was describing the instantaneous effects of electricity through long wires. The two gentlemen are at issue which went on to suggest the methods of application of the power. Neither of them carried the suggestion to any immediate practical result.

The first electro-magnetic telegraph constructed was made at Gottingen, in 1833, by the natural philosophers Gauss and Weber, for the purpose of regulating clocks. It worked so well that words and sentences were transmitted by means of it. Steinheil, of Munich, a friend and former pupil of Gauss, built a line ten miles long, from Munich to the observatory at Bogenhausen. Here, in 1837, he recorded messages by a dot and line alphabet. What was vastly more important, he made the observation, then remarkable, that no return wire

was necessary, as had been before supposed, in the incomplete system of electrical science. The "electric current," indeed, as we still call it for want of better language, instead of returning by a closed circuit, as the old theories demanded, may be regarded as flowing into a vast reservoir—our mother earth—"a species of drain, which sucks up and absorbs at the two extremities of the wire the free electricities which the battery or any apparatus that is the generator of electricity sends into it."

Among a crowd of others in England, Bain and Wheatstone, whose names are since distinguished, were carrying on their experiments. Bain employed the earth as "a moist conductor," making the same important observation as Steinheil. Meanwhile, in America, it was not till November, 1835, that Morse was able to experiment on his invention. He assigns to the year 1836 his idea of using a second battery at the registering station, whose power is, so to speak, turned on and off by the signal current, which thus has very little heavy work to do. In April, 1837, he published the first accounts of his experiments, and on the 27th of September addressed a letter describing them to the Secretary of the Treasury.

Popular gratitude is apt to be blind; and it is as blind when it has found its object as it is in finding him. The people of America have indissolubly and very justly connected Morse's name with the telegraph, and there is undoubtedly a general conviction that he first conceived the idea of applying electricity to the conveying of information. Mr. Morse himself says, distinctly enough, "I wish it to be understood that I do *not* claim the use of the galvanic current or currents of electricity for the purpose of telegraphic communications generally." In his letter to the Secretary he speaks of the magnetic telegraphs already described in the European journals. But he claims as his invention, in what he calls the "*American Electro-Magnetic Telegraph*," what is a great advance on any system destitute of such a process—that he had invented a simple and effective means for recording the message sent. It will be seen at once how inferior is any system which requires the constant watch of an operator, who must observe a fleeting gesture and write down its import on the moment. The very admirable adaptation of machinery and signals made by Mr. Morse and his coadjutors constitutes his telegraphic invention. But the public, careless of such nice distinctions, recognizes him as the man who, through all its stupidity on this subject, held to the idea, and would not be driven from it—as the man who forced the magnetic telegraph on its own unwilling in-

credulity; and, therefore, in the triumphs of the telegraph, is not very particular in its language, as it pronounces Morse the author of his practical system. In fact, the system of registry, which he did invent, holds its place in this country and in Europe as the best for many purposes, if not for all, in use. It is operated in Switzerland, for instance, under the direction of that very Steinheil who was at work independently on the telegraph while Morse was making his early experiments in America.

This year, 1837, was a critical year. Wheatstone took out his first patent in June, based, says De la Rive, the great authority, "on the same principle which serves as the basis of Morse's telegraph, invented at nearly the same time." Steinheil, as we have seen, was operating in Bavaria.

Indeed it must be confessed that, till about this time, science had not attained the means for making the telegraph of commercial value. It was little more than a "philosophical toy" with the galvanic batteries employed in the first experiments. They were so inconstant and required such frequent readjustment that the regular operation of any system of signals depending upon them was impossible. The question who first operated with these imperfect batteries is of the less importance, therefore, as the practical importance of the telegraph as a method for the regular transmission of intelligence dates only to Daniell's invention of a *sustaining* battery, in or about the year 1836. From this epoch the name of the improvers has been legion. As early as 1838 Wheatstone named sixty-two claimants of the honor of the invention. Constant improvements have been made in details of the mechanism. Baine returned, in his machine, to the chemical property of the electric current; and the immense rapidity of his contrivance, which has recorded fifteen hundred letters in a minute—more than most fast speakers use in declamation—gives his arrangement an advantage for certain purposes. The very ingenious contrivances for telegraphic printing are of great value for their purposes; but both of these, for ordinary uses, have generally given place in this country, and on the continent of Europe, to Morse's register, the manipulation of which is so simple and convenient as to recommend it instantly.

We need not speak at such length of the history of submarine telegraphs, which are indeed in their infancy. It is scarcely fifteen years since gutta-percha was introduced into the civilized world from the tropical islands of Asia. This wonderful gum enabled the electricians to carry their telegraphic victories into the sea itself. Dr. Channing, to whom we in Boston owe our magnetic fire-alarm, suggested very

early the possibility of carrying signals even by a naked wire through the water. That suggestion may still prove to be of practical value. Meanwhile the insulation of the wire by gutta-percha has given us all our cross-sea telegraphs thus far. The first was laid by Brett from Dover to Calais on the 28th of August, 1850. Signals were sent and returned, but the line broke the next day. It was renewed the next year, and the cable then laid is still in use. At the present time there are three lines between England and the continent, two between England and Ireland, and others between Northern Europe and the Scandinavian peninsula. In the Crimean war a line of four hundred miles long was laid between Varna and Balaklava, in the Black sea.—*Christian Examiner*.

DEPARTMENT OF COMMERCE.

1.—DIALOGUES ON FREE TRADE AND DIRECT TAXATION.

(CONCLUDED.)

D, a Farmer; C, a Politician in office; B, a Planter.

DIALOGUE 3.

D. When last together, I gave you to understand that I was with you in favor of free-trade and direct taxes. Since then, I fell in with a Mr. H. He seems to be as much opposed to the tariff as you are; he says about it as you do, that it is unequal and unjust, and compels the South to bear almost all the expenses of the Government; still, "he can't go for entire free-trade; that it is not in accordance with the spirit of our Government; further, that commerce is a very large interest and ought to bear its full proportion to the support of the government that protects it." Now, I have come over to hear what you say to that.

B. That I disagree with Mr. H. in his first proposition, and insist that free-trade and direct taxes is more in accordance with the spirit and intention of our Government than with any other. Ours is a Government of a free people, and they ought to be left to trade when, where, and with whom they please; without fee or reward, tax or tariff. Again; our Government is a Government of the people for the benefit of the people; made "to establish justice and secure the blessings of liberty to us and our posterity." What government can carry out that purpose better than one which extends to each and every citizen the same rights, immunities and privileges, and exacts from each according to his ability, the same restraints, duties and burdens.

I agree with Mr. H. that "commerce is a large interest and should bear its full proportion to the support of the government that protects it." What is commerce? An exchange of commodities. The commerce in cotton is between the planter and manufacturer, (q. e. d.,) and I contend that when the planter pays 10, 20 or 30 cents in the dollar on the value of his lands, negroes and mules with which he makes his cotton, he pays his full proportion to the support of his government that protects his commerce.

D. Fairly answered; but the Editor of * * * (a fire-eater, I believe,) seems to think if a resort is had to direct taxation, the Northern majority will levy the whole tax on negroes. What is to prevent their doing so?

B. The Constitution. "No capitation or other direct tax shall be laid unless in proportion to the census or enumeration herein before directed to be taken."

(Art. 1, Sec. 9. Clause 4.) Say the Government need four or five years hence, (remember we have a plenty to last that long,) thirty millions. The land brings in fifteen millions. Suppose there be two hundred and fifty Representatives; Georgia has eight Representatives, and her share will be 8.250ths; and if the Northern majority lays all the tax on negroes, Georgia will say, "here is your money," and there is an end to it.

D. But suppose the Government refuses the money from the State, and sends her collectors among the people?

B. No Southern man will accept the office, and if the Northern majority sends Northern collectors here under such circumstances, we will supply them with a close sticking coat and a ride on a rail.

D. Well; agree free-trade and direct taxes is right, and all the South go for it, you will be out-voted and can't get it.

B. I think you are mistaken. I believe if all the people of the South can be got to see the injustice, iniquity and oppression of the tariff, and the benefits of free trade, and determine to have it, we can force the Northern people into measures. Indeed, I believe that the Southern States of this confederacy is the strongest nation on earth, and if united in a just cause, we can force any nation on earth to accord us justice. Commerce controls the world, and cotton is king of commerce; and by refusing to let the Yankees have any of our cotton to carry or to spin, we can starve them into submission. Moreover, I believe the West will be with us; her meat and her grain have within the last five years become regular exportable commodities; the foreign price governs the market, and the tariff effects their pork and grain just as it effects our cotton. Then, the burdened masses North are in the same interest, and it is the greater honest interest to have a great, patriotic, national party.

DIALOGUE 4.

D. Well *B.*, here is my friend *E.* that I have been talking to about your notions of free-trade, and he says it wouldn't do him any good. I want you to explain it to him.

E. Yes, your direct taxation might help men that wear fine clothes and drink fine brandy and such like, but I don't do any of these things, and I don't see how it could help me.

B. Well, let us see. How much property have you got?

E. Well, not more than four or five hundred dollars worth—say five hundred.

B. Any family?

E. A wife and six children.

B. I suppose you all eat something, and sometimes wear clothes?

E. Of course we do.

B. Then I can show you that you would be greatly benefited by free-trade.

Sometime ago when I showed you that the Government collected last year sixty-four cents on every hundred dollars worth of property of the country, I showed you then that at that rate, Astor, who is worth ten millions of dollars and ought to have paid \$64,000, could not have paid more than \$5,200; leaving \$61,500 for somebody else to pay. Now I want to show you how much of it you paid. At the rate of sixty-four cents on the hundred dollars, your share was three dollars and twenty cents. You say you do not wear fine clothes, &c.; how many blankets did you buy, and what did you pay for them?

E. I paid for blankets four dollars and a half.

B. For sugar?

E. Twelve dollars.

B. Salt?

E. Two dollars.

B. Molasses?

E. Six dollars.

B. Woolen clothes?

E. I bought an overcoat for myself, and some stuff for the old lady and the rest of the family, I suppose about fifteen dollars.

B. Any silk dresses?

E. Yes; one for my oldest daughter; the rest of the girls in the neighborhood had one, and she must have one too; but she paid for it with butter and eggs, twelve dollars.

B. Well, that will do now. Here are goods to the amount of \$51 50—the duty upon them averages 25 per cent., making \$12 87½ that you paid to the Government. Your share, according to your property, was \$3 20; so you have paid, over and above your share, \$9 67 of Mr. Astor's share.

E. But some of these things are not important and therefore pay no duty.

B. True; but you gain nothing by that. Your blankets, your salt, woollen goods and silks were imported, and upon them you paid the duty. Your sugar and molasses might or might not have been imported; if they were made in this country you paid no duty on them to the Government, but you paid it to the manufacturer.

E. Paid it to the manufacturer? Does the tariff put duties on things made in this country?

B. No, not for the benefit of the Government but for the benefit of the manufacturer; and that is one of the iniquities of the system. We not only pay higher prices for those things that are imported from foreign countries, and that goes to the Government, but we pay higher prices for what is made in this country, and that goes to the manufacturer.

E. How is that?

B. Why here is a case now just in point: The duty upon sugar was, until the 1st of July, thirty per cent. Sugar from abroad had to pay the duty, and that, of course, had to be added to the price. Say that sugar from Cuba cost, laid down in New York, ten cents a pound—thirty per cent upon that is three cents—so that it could not be sold in New York for less than thirteen cents. New Orleans sugar of the same quality would, of course, sell for the same price. Since the 1st of July, the duty has been twenty-four per cent., and the sugars from Cuba have declined in price about to that extent, and of course New Orleans sugars have fallen in about the same proportion. So it is with other things. The difference in price does not always equal the amount of the duty, but as a general rule, whatever that is made in this country and comes in competition with the same article from abroad, is enhanced in price by the duty, and in some cases to the full amount of the duty.

E. Then you mean to say that, in consequence of the tariff, I not only pay more for all the foreign goods I consume, and that that increase of price goes to the Government, but that I also pay more for such goods as are manufactured in this country that come in competition with those of other countries.

B. Exactly; and I think you may put down twenty-five per cent. on all your store account as the cost of the tariff to you.

E. You say the Government collected last year sixty-four cents on every hundred dollars worth of the property of the country; is not that a very high tax? I think I paid only nine cents on the hundred dollars last year for State tax. I should think it monstrous to pay sixty-four cents.

B. Yet you did pay that and more too; there are the facts and the figures; the Government got the money in gold and silver, and somebody paid it. Now you paid more or less than your equal share; either was wrong. You ought to have paid your full share and no more nor less; that is justice. I have shown you that the very rich cannot possibly pay their share; consequently the poor must pay more than theirs; and that is the reason why a great many industrious, hard-working, economical men find it so hard to get along.

E. But can't the Government get along with less than sixty-four cents on the \$100.

B. Why of course it could; and if the tax come out of the pockets of the people directly, so that they know how much they paid, it would get along with less than half it; but they would have to reduce the expenses, or rather, they would have to quit squandering money as they have been doing. If they will quit giving the public lands to incorporated companies, and quit making appropriations for internal improvements for party purposes, and quit

paying away millions of dollars to pay partizans and bribe editors, if they will reduce salaries and pay up Government officers to a reasonable rate, if they will sell the public lands, and the custom houses, and other public property, which is of no use but to keep up the tariff, they can raise money enough to pay the expenses of the Government without taxing the people a dollar.

DIALOGUE 5.

D. When we first talked about free-trade, you said that you believed it would raise the price of cotton more than the amount of the tariff taken off. Why do you think so?

There are several concurring and convincing reasons, but I fear, if I attempt to give you all, I shall make you tired of free-trade and me too.

D. No danger. I want to understand about it, and you talk so plain and I understand you so well, I like to listen to you; so do tell me.

B. In the first place, Gen. Bethune made out a table from the report of the Secretary of the Treasury of the quantity of cotton made, and the average price from 1821 to 1856, by which it appears that no matter how large or how small the crop was, when the tariff was high cotton was low, and when the tariff was low cotton was high; but you have seen all that in the *Corner Stone*, and I pass it over.

In the second place, whatever decreases the expenses of transportation and other charges between different producers exchanging their products, increases the price of the product; and free-trade will produce a direct trade between other countries and our Southern ports, and we will save the expense of coast-wise transportation, drayage, wharfage, stealage, and commission in New York, and the transit tax which we pay to the State of New York and the city of New York.

D. How is that? Do we pay a tax to New York State and city?

B. Certainly we do. The State and city both tax all the goods landed there, and it is added to and swells the price we have to pay for them.

D. But how will free-trade bring about direct trade?

B. Free-trade will only reproduce what existed before the high tariff of 1819. When I first knew Savannah, in 1811, there were ten or twelve importing houses there. Savannah is six times as large now as it was then, and now there is but one; and it brings its goods through New York to Savannah, and all the goods have to be entered in New York, because the gold and silver to pay the exorbitant tariff can be got nowhere else. Last spring, I cut from a New York paper this notice: "The import of *dry goods* this week have been very heavy, exceeding those of the corresponding week last year by more than three million of dollars; the payment for duties (the tariff) at the custom house have amounted to nearly one and a half million of dollars." Now don't you know one and a half million of dollars a week can't be got in any of our Southern cities. If, however, the goods would come in tariff free, the merchants of the world take them direct where they are wanted. All the goods for Carolina and Georgia, and the interior States back of us, would be brought to Charleston and Savannah, and all the expense of going by New York saved. This would make the goods cheaper to us, and we would get more for our produce.

D. It seems reasonable. But, I interrupted you; I believe you were about to give another reason why free-trade will enhance the price of cotton.

B. Yes, two more. There are two propositions received by political economists as axiomatic truths. 1st. Those who cannot sell cannot buy. 2d. A man's purchases are not measured by his wants, but by his capacity to purchase. Now if our Government restricts the sales of other people to us, it acts, just to that extent, to restrict their purchases from us.

Let us take the article of iron. Eastern Europe can produce an immense quantity, and can sell it very low under a system of free commerce; because they can sell an immense amount. And just here I lay down another axiom: reduce the price of any article one-half, and you increase the consumption ten fold. You and I recollect that when nails were ten cents per pound, all the

cabins were covered with weight poles. Nails fell to five cents, and all the boards were nailed on, and the cracks lined in the place of being daubed, and ten times the nails were used at five as were used at ten cents. Now if we let the iron of Eastern Europe in duty free, so that they can sell readily all they can make, it will be laid down in Savannah at \$15 or \$20 per ton, and all our piazza, yard and garden posts will be of iron when transportation is cheap: and the Eastern Europeans will buy six shirts instead of two, and three outer suits instead of one; and so it will be of every product of every other people; the woollens, cottons, and cutlery of England, the linens of Ireland, the silks, crapes, oils, wines, and brandies, of France, Spain, Italy, and Germany. They would all be able to buy, and cotton being the cheapest article of clothing in the world, there would not be enough until all, not able to use richer clothing, were comfortably clad in cotton. There are ten thousand million of people in the world, and each of six thousand million would need ten pounds; it would take twelve million bags, of five hundred pounds each, to supply the demand. We could not produce it, and cotton would rise until it came in competition with linens, silks, and woollens, and would range from twenty-five to thirty-five cents, as it did before the tariff of 1819.

Again, go back to history. Cotton never was never less than twenty cents when there was open, uninterrupted, unrestricted, free commerce; and if we will return to that sort of commerce, I can see no reason why we shall not receive the same sort of prices, and believe we will.

D. Your reasoning seems good; still, the point you bring it to appears extravagant—too good to be true, and I am afraid to believe that cotton can ever get to thirty cents.

B. Why not thirty cents in 1859 or 1860, as well as in 1815, '16 and '17? The demand has been encreasing on the supply rapidly for the last ten years, and if we establish free-trade, I am satisfied the demand will double in two years.

2.—THE BANKS AND INSURANCE COMPANIES OF NEW ORLEANS.

From the very interesting financial summary for 1857-'58, prepared by the editors of the Crescent, we obtain the following, which must be gratifying to every citizen of New Orleans:

NEW ORLEANS BANKING SYSTEM.—It is hardly necessary for us to go into a review of our admirable banking system. It has been tested and not found wanting. It is gratifying to find that it has been highly commended and approved in all parts of the commercial and financial world. True, three of the banks, under the general banking law, were in difficulty and forced, for a few weeks, to succumb to the unexpected troubles of October. The issues of these banks were never refused in the general sales trade of the city. It is unfortunate for the country at large, the entire United States of America, that the merits of our banking system are not more fully understood. Efforts have been made since the revulsion by the Legislatures of several States to re-organize and remodel their banking laws, but nothing approaching our system has yet been successful, and of course panics and revulsions will again occur.

During the year the banking capital of New Orleans has been increased \$1,500,000 by the organization of the Crescent City Bank, with a capital of \$1,002,000 now paid up, and the Bank of America with \$500,000. The private Bank of James Robb, which was organized in the spring of 1857, and which, during the trying crises withstood the run, redeeming all its obligations faithfully and in the most commendable manner, was, in the month of November, re-organized and incorporated as a joint stock association, under the general banking law of 1853—capital \$600,000. Notwithstanding the liberal privileges the old chartered banks enjoy by their charters over the free banks, it stands recorded that the banks under the general bankrupt law, when managed with prudence, economy and talent, can be depended on and be classed with the old chartered institutions. This is exemplified in the case of the Southern Bank, which was, during the crisis, beyond its reach and beyond all possibility

of a suspension; and though we may hereafter be taunted that three of our banks, from a too liberal disposition on the part of their managers, did commit themselves to an undue extent, and temporarily suspend coin payment, we have yet to learn of the first sensible individual who has lost a dollar by them; and as for the depositors of the Citizens' Bank, it is due to justice and honor to say that not a depositor lost a dollar from the temporary difficulty of October last.

It is unnecessary to extend our remarks on the old chartered banks; their solvency, soundness and strength are manifest to the world; they need no eulogizing at this time.

It was the opinion when the two new banks, the Crescent City Bank and the Bank of America, were projected, that we had already a surplus of associated capital for banking purposes. Yet the business of the year shows that all has been well employed, for the Citizens' Bank has paid 15 per cent., and added to its reserve fund largely, making during the year about 28½ per cent. The State Bank has divided 12 per cent., making 15½ per cent. for the last twelve months. The Bank of Louisiana has divided 15 per cent., making 16½ per cent. The Canal and Banking Company has paid 10 per cent. out of the profits, which were 13½ per cent. for the year. The free banks have paid, with one exception, 8 per cent. The Mechanics' Bank passed the January dividend, paying 5 per cent. in July. The Bank of James Robb paid 4 per cent. in July, and has now a handsome surplus.

SPECIE RECEIPTS.—There has been a large increase in the general receipts of coin and bullion the past year. From the 1st September, 1857, to the present date, twelve months, the receipts have been:

From Mexico, through Brazos St. Jago, Tampico, and Vera Cruz, silver coin and bullion.....	\$6,425,759
From California.....	133,000
“ Acapulco (Pacific).....	350,250
“ Havana.....	2,043,301
“ New York, gold coin.....	1,765,650
“ the westward, via the river, which include all manifested..	1,048,243

Total.....\$11,782,083

Receipts for the year ending August 31, 1857, from Mexican ports.	\$3,658,663
Received from California, gold.....	473,000
Imported by the banks from New York, gold.....	2,830,000
Received from the interior, chiefly in gold, with old coinage of American silver.....	548,000

Total receipts for the year ending August 31, 1857.....\$7,509,663

Received in 1856, of Mexican dollars.....	\$3,144,550
“ in gold, by the banks.....	1,413,000
“ from other points, of silver, of old coinage and gold.....	1,158,502—\$5,716,052

Increase for 1857 over 1856.....\$1,793,611

Receipts for the year ending August 31, 1855.....	\$4,124,907
Increase for 1857 over 1855.....	3,384,756

NEW ORLEANS BANKS IN THE CRISIS.—The great financial revolution of 1857 made the first developments in the city of New York, in the month of August, led off by the failure of the Ohio Life Insurance and Trust Company, “a thing,” we term it, chartered by the State of Ohio, having its principal in Cincinnati, with a branch in New York, followed by the Mechanics' Banking Association, Island City Bank, Empire Bank, institutions of New York city, with private firms, denominated bankers, followed daily for weeks by merchants, traders, and stock-jobbers of every class and hue. And one of the most noted incidents was the failure of an exchange house connected with New Orleans,

involving its merchants and banks to the amount of nine hundred and fifty thousand dollars, in the shape of bills of exchange drawn on New York.

The banks of the city of New York commenced like charlatans in commerce and empirics in finance and banking, to curtail and reduce their loans and discounts, after attaining an expansion unheard of in the annals of finance, so, that by the end of the month of September, their discounts were reduced from one hundred and twenty-two millions of dollars, in August, to one hundred and seven millions of dollars at the close of the month of September, which was a season of the year when the produce of the country had all been forwarded to market, the proceeds realized and disbursed, and at the time there was no basis, no foundation to sustain the credit of the country and contend against the mighty convulsion then progressing. The policy of contraction, the dogmatism and imperiousness assumed by New York and dictated to most every city and State, met with no response in this city. We cared not for the balances held by New York banks against Philadelphia, Boston, Baltimore and other places. Our banks and community went forward regardless of any course that might be followed by New York financiers and stock-jobbers. There was no contraction in loans and discounts by our banks in the month of September. Neither did our merchants and traders follow those of New York, Boston, and Philadelphia, and suspend payments. One failure only occurred. On the 25th and 26th days of September, the banks of Philadelphia suspended payment. We, also, began to receive accounts from England of great closeness and stringency in the London and continental markets. Nevertheless, sanguine, confident and having full faith in the commercial and financial structure of our city, we passed the month of September without pressure or alarm, not anticipating that the rottenness and wild investments of other places would redound on us in a short time, although in a mild form.

Comparative condition of the Banks of New Orleans for the last ten years, on the last Saturday of August, for each year.

Year.	Specie.	Circulation.	Deposits.	Loans and Discounts.	Exchange.
1849.....	6,907,387	4,556,660	6,077,840	13,746,489	1,291,137
1850.....	4,801,050	4,607,508	6,515,542	15,072,890	1,495,807
1851.....	4,894,409	3,960,850	6,792,140	15,742,096	1,272,540
1852.....	6,332,840	6,770,886	8,220,000	14,963,917	1,163,607
1853.....	7,280,059	6,456,360	8,652,802	16,737,698	1,488,458
1854.....	7,595,376	6,209,914	10,160,817	18,285,110	1,923,207
1855.....	6,328,341	5,946,239	9,152,874	19,349,270	1,570,677
1856.....	6,661,690	7,442,550	10,653,795	23,512,273	2,682,029
1857.....	6,566,052	8,325,394	9,706,003	24,294,933	2,265,624
1858.....	11,173,021	6,731,599	13,343,938	21,465,648	4,081,875

Statement of the operations of the United States Branch Mint of New Orleans for twelve months, say from the first of Aug. 1857, to the 31st July, 1858.

GOLD DEPOSITS.

California gold bullion.....	\$425,276 74
Other gold.....	709,556 23
Total gold deposits.....	\$1,131,832 97

SILVER DEPOSITS.

Extracted from California gold.....	\$2,771 57
Other silver bullion.....	3,642,074 89
Total silver deposits.....	\$3,644,846 46

Total gold and silver deposits..... \$4,776,679 43

562 THE BANKS AND INSURANCE COMPANIES OF N. ORLEANS.

GOLD COINAGE.

	Pieces.	Value.
Double eagles.....	45,750	\$905,000 00
Eagles.....	21,500	215,000 00
Half eagles.....	13,000	65,000 00
Quarter eagles.....	4,600	18,000 00
Pieces.....	84,240	\$1,205,000 00

SILVER COINAGE.

Half dollars.....	5,344,000	\$2,672,000 00
Quarter dollars.....	1,136,000	284,000 00
Dimes.....	1,540,000	154,000 00
Half dimes.....	2,540,000	127,000 00
Pieces.....	10,560,000	\$3,237,000 00
Total coinage.....	10,644,240 Pieces.	\$4,442,000 00

Recapitulation of the footing up of the Banks of this City on the last Saturdays of each month, for the year ending August 31, 1858.

	1857.	Specie.	Circulation.	Deposits.	Sh't loans.	Total loans and disc'n.	Excha'g.	Capital.
September 28..	\$6,435,051	\$7,978,404	\$9,790,454	\$20,289,736	\$24,376,558	\$2,165,885	\$15,207,000	
October 31.....	8,912,625	5,268,999	6,638,162	18,050,237	21,053,885	1,928,728	15,357,000	
November 28...	8,088,087	4,128,374	10,021,448	15,805,918	17,851,794	8,029,908	15,500,000	
December 26...	10,320,714	4,396,624	11,579,045	14,945,429	17,741,350	8,526,929	16,100,000	
1858.								
January 30....	10,844,746	4,903,701	12,678,096	14,674,317	17,655,024	5,201,268	16,100,000	
February 27....	11,061,832	5,524,269	14,894,744	15,988,046	17,940,381	7,623,757	16,400,000	
March 27.....	10,947,698	7,068,240	15,792,544	16,157,995	19,290,889	8,880,791	16,500,000	
April 24.....	10,738,455	7,828,399	15,589,151	16,094,731	20,115,281	9,221,209	16,700,000	
May 29.....	10,299,138	7,916,858	14,645,164	18,531,564	20,333,293	8,899,770	16,900,000	
June 26.....	10,422,580	7,928,084	14,641,257	12,382,984	20,934,016	8,105,778	17,200,000	
July 31.....	10,392,147	7,231,179	13,860,161	12,458,204	21,147,311	6,125,242	17,280,000	
August 28.....	11,178,021	6,731,599	13,844,938	14,196,161	21,465,648	4,081,875	17,809,000	

BANK AND INSURANCE STOCKS AND DIVIDENDS.

Stocks and Bonds.	Aug., 1858.	Remarks.
Bank of Louisiana.....	155 a156	Paid 5 per cent. in January; 10 per cent. 2d August.
Louisiana State Bank.....	154 a155	Paid 6 per cent. in February and August; profits for the year, 15 $\frac{1}{2}$.
Canal Bank.....	132 $\frac{1}{2}$ a133	Paid 5 per cent. in February and June; profits 13 $\frac{1}{2}$ per cent.
Citizens' Bank.....	133 a190	Paid 5 per cent. in February; 10 per cent. in August.
Mechanics' and Traders' B'k	99 a100	Paid only one dividend for the year, say 5 per cent.
Union Bank.....	99 a100	Paid 3 per cent. in January and 5 per cent. in July.
Southern Bank.....	100 $\frac{1}{2}$ a101	Paid 4 per cent. in Jan. and 4 per cent. in July; shares reduced from \$500 to \$100.
Bank of New Orleans.....	98 a100	Paid 4 per cent. in January and July.
Bank of James Robb.....	91 a 92	Paid 4 per cent. in July.
Crescent City Bank.....	98 $\frac{1}{2}$ a100	Organized October, 1857; first dividend to be declared in January, 1858.
Bank of America.....	96 a 97	Organized October, 1857; first dividend to be declared in January, 1858.
New Orleans Insurance Co.	290 a300	Paid 60 per cent. for the year.
Commercial Water Works..	50 a 51	Paid 4 per cent., or 8 per cent. on the market value.
New Orleans Gas Light Co.	126 a —	Paid two dividends of 5 per cent.
Jackson Railroad.....	5 a 5 $\frac{1}{2}$	A general change in the Board of Directors at the last election.
Opelousas Railroad.....	nominal.	Affected by the inundation since April.
Pontchartrain Railroad.....	66 a 68	The business of the road holds its own.
Carrollton Railroad.....	37 a 39	One sale at auction during the year. Business of the road increasing.
City Consolidated Bonds...	82 $\frac{1}{2}$ a 84	One sale of 65,000 in June at 50.
City Bonds for Railroads...	74 a 75	
State of Louisiana Bonds...	93 a 95	Very few bonds of the State on the market.
St. Charles' Hotel Stock....	nominal.	Made no dividend this year.
Jackson Railroad Mort. B'ds	70 a 71	Some settlements made with contractors in bonds.
Star Insurance Company....	112 $\frac{1}{2}$ a113	Doing a safe business.
Union Insurance Company..	41	Remarkably good business for the first year.
Hope Insurance Company...	83	Doing a limited business, but withal good and safe.

INSURANCE COMPANIES.—In our review for two years past we have had occasion to remark on the general prosperous condition of our Insurance Companies. The past year has been attended with highly satisfactory results. Large dividends of scrip have been made, redemption of scrip heretofore much issued been carried out, and this great adjunct of commerce, thus one of the first elements of commercial and social security, has now attained in our community a standing and credit not surpassed by any in the world, and equaled but by few. We can boast that we have one of the oldest insurance companies in the United States. The New Orleans Insurance Company was organized under the Territorial Government of Louisiana in the year succeeding the session of the Territory to the United States. Its shares—on the joint stock system—originally were of one thousand dollars each. Two years since they were reduced to one hundred dollars, retaining the original amount of capital. The losses paid by this company during its fifty-four years of existence have been very large.

The remainder of our insurance companies, with the exception of the Star and Hope, are conducted on the mutual system, which thus far has proved very successful with us; though in Northern cities there have been many misfortunes and bad management attending the system, companies being forced into liquidation every year.

The first of our mutual companies, the Crescent, was organized and commenced business in July, 1849. The capital is limited to one million of dollars, which has been made up. It has returned to its customers in scrip, for the term of existence, one million seven hundred and twenty-two thousand dollars, and redeemed all scrip up to the year 1856. The scrip dividend of the year ending 29th June last was sixty per cent. net profits for the year \$551,000; losses paid during the year \$315,000.

The Home Mutual organized in January, 1852. The limitation of capital is \$1,000,000, which is all made up. The scrip dividend for the last year's business was fifty-eight per cent. The losses paid \$223,600; net earned profits for the year \$336,000. The total assets at the close of the year were \$1,113,000.

The Merchants' Mutual Insurance Company, formerly the old joint stock company Merchants' Insurance Company, incorporated in 1829, re-organized in 1854. It has been attended with great success, doing a large business. The scrip issued for 1855-'56 has been redeemed, and fifty per cent. of 1857, and is now working on assets of \$1,190,533. The scrip dividend for the last year, ending the 31st May, was sixty-five per cent.

The Louisiana Mutual Insurance Company organized and commenced business in March, 1854. Its business year, ending the last of February, has good and reliable assets to the amount of \$672,000. The net profits last year were \$263,000; dividend of scrip forty-two per cent., and the scrip of 1855 redeemed in May last. The losses paid the last year amounted to \$279,000.

The Sun Mutual Insurance Company for the last year made an exhibit of losses paid to the amount of \$326,000; earned profits \$342,000; total amount of assets \$840,000; scrip dividend forty-seven per cent.; and, with the others, paid six per cent. interest on outstanding scrip. Organized in 1856. Actual capital at this time \$600,000.

The Citizens' Mutual Company organized in November, 1856, and the first year's business proved a good one, the net earnings being \$130,000; losses paid, \$72,000; total amount of capital and working assets, \$290,000. The scrip dividend was forty per cent.

Star Insurance Company (joint stock) organized June, 1857. It is a prudently and well conducted company; stock held and managed by some of our oldest and most experienced merchants; also safe and reliable. Losses for the year, \$20,000; net earned premiums, \$90,000; capital and assets now, \$325,711; conducted on the stock system. It is the youngest of our Insurance Companies.

The Union Insurance Company (joint stock and mutual) organized in April, 1857, with a capital of \$200,000—total assets in May, 1858, \$372,805. Out of the first year's business a scrip dividend of forty per cent. was declared and ten per cent. on the capital paid up. The losses for the year were only \$46,000, and the net profits \$38,000.

The Hope Insurance Company, organized on the joint stock mode. This company now issues no scrip, returning fifteen per cent. on premiums in lieu thereof. Doing a snug business; very fortunate in its first year's operations, and with its compeer, the Union, attaining high credit, with increasing business. Capital and assets, \$294,000.

The following is the amount of capital and assets of each company at the close of the working year of each;

	Losses paid.	Capital and assets.
Crescent Mutual Insurance Company.....	\$315,561	\$1,628,603
Home Mutual Insurance Company.....	223,023	1,113,402
Merchant's Mutual Insurance Company...	292,610	1,190,533
Louisiana Mutual.....	279,235	672,608
Sun Mutual.....	326,079	849,340
Citizens' Mutual.....	71,296	290,660
Union.....	46,385	372,805
Hope.....	6,225	294,000
Star.....	20,328	325,711

New Orleans Insurance Company, original capital \$200,000, paid sixty per cent. dividends the last year. These companies furnish security to any extent against losses of every kind, with all the required appliances to aid and assist in the gigantic commerce, giving protection to every merchant, every owner of a dwelling house or building; giving protection to each and every class of citizens engaged in any of the manifold employments and occupations which go to make up a mighty city.

3.—FOREIGN COMMERCE OF NEW ORLEANS.

Value of Exports and shipments of Domestic Produce from the port of New Orleans, for the fiscal year of the Government, ending on the 30th of June, 1858.

To Foreign Countries:—

1st quarter ending Sept. 30, 1857...	\$7,223,157
2d quarter ending Dec. 31, 1857...	21,533,662
3d quarter ending March 31, 1858.	20,865,179
4th quarter ending June 30, 1858..	20,642,186

\$88,270,134

Comparative value of Exports of Domestic Produce for the years ending June 30, 1853, 1854, 1855, 1856, 1857 and 1858.

For year end'g June 30, '53, total,	\$98,464,192
" " June 30, '54, total,	83,973,606
" " June 30, '55, total,	83,667,926
" " June 30, '56, total,	110,353,436
" " June 30, '57, total,	119,222,615
" " June 30, '58, total,	88,270,134

Comparative value of Exports of Domestic Produce to Foreign Countries for the years ending June 30, for six years.

For year ending June 30, 1853...	\$88,270,134
" " June 30, 1857...	91,514,286
" " June 30, 1856...	80,547,963
" " June 30, 1855...	55,688,552
" " June 30, 1854...	60,172,628
" " June 30, 1853...	67,763,724

IMPORTS.

Imports of Merchandise, Bullion and Specie at the Port of New Orleans for the Fiscal year ending June 30, 1858.

1857.	Dutiable.	Free.	Specie, &c.
July.....	571,937	800,487	121,022
August.....	680,869	141,204	60,700
September...	1,107,013	414,471	104,198
October.....	793,787	294,299	958,502
November...	1,054,703	179,905	2,084,846
December...	942,074	462,338	324,683

1858.	Dutiable.	Free.	Specie, &c.
January.....	1,844,228	974,768	383,866
February.....	1,181,876	178,780	164,840
March.....	1,684,106	251,554	118,323
April.....	577,946	484,455	65,365
May.....	867,469	898,734	107,591
June.....	611,636	733,074	15,460

10,247,098 4,818,069 4,520,851

10,247,098

15,065,162

Comparative Statement of value of imports through the Custom-house, New Orleans, for the fiscal years ending on the 30th June, 1853, 1854, 1855, 1856, 1857 and 1858.

Year end'g June, 1853.	1854.	1855.	
Dutiable....	8,019,029	8,272,449	6,089,009
Free.....	4,272,252	3,876,573	4,297,170

13,654,113 14,402,750 12,923,606

Year end'g June 1856.	1857.	1858.	
Dutiable....	8,990,589	16,417,065	10,247,098
Free.....	6,417,596	6,637,076	4,818,069
Spec. & bul'n	1,775,148	1,927,039	4,520,851
	17,183,327	24,982,440	19,586,013

17,183,327 24,982,440 19,586,013

RECAPITULATION.

Total value of imports for year ending	
June 30, 1853.....	\$19,586,013
" June 30, 1857.....	24,982,440
" June 30, 1856.....	17,183,327
" June 30, 1855.....	12,923,606
" June 30, 1854.....	14,402,750
" June 30, 1853.....	13,654,113

4.—RECEIPTS AT NEW ORLEANS—COMPARATIVE VALUE FOR SEVERAL YEARS.

	1857-58.	1856-57.	1855-56.
Cotton.....	\$88,127,340	\$86,255,079	\$70,371,720
Sugar.....	17,900,608	8,137,360	16,199,890
Tobacco.....	13,628,327	11,973,645	8,072,775
Flour.....	7,078,215	9,034,179	8,407,305
Pork.....	5,769,130	5,859,287	5,584,505
Lard.....	4,606,630	4,262,958	3,381,278
Lead.....	696,964	91,455	409,940
Molasses.....	4,601,015	2,685,309	4,582,242
Bacon.....	5,665,488	6,772,241	4,570,363
Corn.....	1,904,211	2,633,237	3,020,031
Whiskey.....	1,001,656	2,329,132	1,785,036
Wheat.....	802,550	2,327,886	2,783,476
Bagging.....	463,983	312,445	610,290
Beef.....	497,490	484,585	824,289
Hemp.....	344,675	390,090	504,540
Bale Rope.....	1,066,208	1,123,460	1,013,310
Butter.....	380,275	360,550	305,065
Hay.....	273,934	296,805	612,350
Hides.....	309,522	579,411	455,293
Coal.....	1,250,500	1,150,500	444,150
Potatoes.....	473,582	185,332	456,390
Staves.....	747,500	455,000	232,350
Tallow.....	27,150	28,950	32,265
Feathers.....	44,300	41,150	32,676
Oats.....	682,378	629,073	587,180
Corn Meal.....	3,500	4,280	960
Other articles.....	8,808,416	9,557,967	8,888,412

5.—EXPORTS OF COTTON AND TOBACCO FROM NEW ORLEANS,

FOR THREE YEARS, COMMENCING SEPTEMBER 1.

From the New Orleans Prices Current.

WHITHER EXPORTED.	COTTON—BALES.			HOGSHEADS TOBACCO.		
	1857-58.	1856-57.	1855-56.	1857-58.	1856-57.	1855-56.
Liverpool.....	996,712	731,111	981,541	5,995	6,164	2,931
London.....	.....	.....	.....	7,241	6,179	4,600
Glasgow, Green's, &c.....	11,081	13,950	26,018	.....	.....	.....
Cowes, Falmouth, &c.....	6,621	5,494	8,605	497	103	.....
Cork, Belfast, &c.....	.....	8,900	20,458	.....	.....	.....
Havre.....	226,624	247,451	237,152	7,835	143	3,844
Bordeaux.....	3,254	2,886	2,811	3,261	218	194
Marseilles.....	966	2,833	8,819	5,063	932	1,904
Nantz, Cete, and Rouen.....	5,752	5,463	6,039	.....	.....	.....
Amsterdam.....	3,912	4,839	7,307	663	14	.....
Rotterdam and Ghent.....	1,815	6,786	6,400	.....	623	560
Bremen.....	50,783	55,885	58,238	2,741	10,067	8,240
Antwerp, &c.....	10,749	15,089	18,147	1,744	3,735	3,747
Hamburg.....	3,464	11,500	21,382	.....	.....	.....
Gottenburg and Stockholm.....	53,56	19,294	20,167	103	121	833
Spain, Gibraltar, &c.....	56,948	58,580	83,174	15,415	4,671	14,379
Mexico, &c.....	23,615	17,737	17,291	.....	.....	.....
Genoa, Trieste, &c.....	45,801	53,352	73,347	8,468	5,457	4,479
St. Petersburg, &c.....	42,527	43,066	30,534	.....	.....	.....
Other Foreign ports.....	.....	.....	.....	7,198	3,537	4,334
New York.....	34,076	50,653	51,340	8,033	6,245	7,176
Boston.....	125,679	153,133	151,469	906	1,446	1,408
Providence, Rhode Island....	2,238	4,090	2,334	.....	.....	.....
Philadelphia.....	1,974	13,979	10,532	671	543	410
Baltimore.....	670	1,255	8,173	161	66	.....
Portsmouth.....	.....	.....	1,540	.....	.....	.....
Other coastwise ports.....	.....	94	1,212	100	52	109
Western States.....	.....	.....	.....	.....	.....	.....
Total.....	1,659,707	1,516,921	1,795,023	72,215	50,181	59,074

566 EXPORTS SUGAR AND MOLASSES FROM NEW ORLEANS, ETC.

RECAPITULATION.

Great Britain.....	1,016,716	749,485	996,623	19,739	11,446	7,531
France.....	236,506	258,163	244,814	16,164	1,288	5,949
North of Europe.....	116,804	156,450	162,675	6,806	15,150	18,370
South Europe, Mexico, &c....	135,454	129,619	178,819	26,081	18,665	28,075
Coastwise.....	164,657	223,204	222,100	9,991	8,639	9,156
Total.....	1,659,707	1,516,921	1,795,099	72,915	50,181	59,074

Exports Sugar and Molasses from New Orleans, for two years, up the river excepted.

	1857-58.				1856-57.			
	WHITTEK EXPORTED.		SUGAR.		MOLASSES.		SUGAR.	
	hhds.	bbis.	hhds.	bbis.	hhds.	bbis.	hhds.	bbis.
New York.....	40,011	2,759	....	43,312	297	40	....	6,917
Philadelphia.....	4,259	10	....	5,999	65	15	....	1,184
Charleston, S. C.....	5,518	9	....	10,247	171	15	....	1,330
Savannah.....	885	10	....	958	88	....	....	840
Providence and Bristol, R. L.....	....	....	....	1,408	....	....	....	50
Boston.....	1,931	841	....	13,319	....	....	....	1,226
Baltimore.....	5,610	685	....	11,015	680	....	....	1,379
Norfolk, Richmond, and Peters- burg, Va.....	2,425	....	....	5,061	508	....	....	1,692
Alexandria, Va.....	224	3	252	....	....	....	....	....
Mobile.....	7,508	....	....	24,170	5,050	52	....	6,662
Apalachicola and Pensacola.....	1,026	867	....	5,923	539	578	....	1,076
Other ports.....	2,505	2,216	....	4,618	1,944	1,570	....	2,777
Total.....	72,401	6,400	....	186,309	9,379	2,525	....	24,556

Exports of Flour, Pork, Bacon, Lard, Beef, Lead, Whiskey, and Corn.

PORTS.	1857-58.							
	FLOUR, bbis.	PORK, bbis.	BACON, casks.	LARD, kegs.	BEEF, bbis.	LEAD, pigs.	WHISKEY, bbis.	CORN, sacks.
New York.....	129,342	39,106	4,180	130,232	2,869	73,809	8,098	73,448
Boston.....	258,392	42,650	2,337	97,988	5,471	28,960	4,773	28,236
Philadelphia.....	....	270	....	2,494	....	....	420	5,558
Baltimore.....	....	8,996	....	7,698	....	....	78	....
Other coast ports.....	178,321	85,617	21,039	22,442	586	....	30,964	219,990
Great Britain.....	268,426	446	77,477	8,799	....	....	....	398,874
Cuba.....	8,566	8,459	1,965	287,418	1,195	....	4	104,233
Other Foreign ports.....	219,807	6,509	339	46,151	821	407	355	80,566
Total.....	1,052,736	182,046	29,860	621,845	19,511	102,576	49,291	858,905

In the above, the exports to Mobile, &c., via the Pontchartrain railroad, and new canal, are included.

Monthly arrivals of Ships, Barks, Brigs, Schooners, and Steamboats at New Orleans.

MONTHS.	1857-58.							1856-57.						
	Ships.	Barks.	Brigs.	Schns.	St. Ships.	Total.	S. Boats.	Ships.	Barks.	Brigs.	Schns.	St. Ships.	Total.	S. Boats.
September....	44	23	9	22	19	116	209	85	13	9	16	10	83	131
October.....	47	13	7	11	16	99	199	65	23	19	32	15	154	234
November.....	104	82	22	15	23	193	285	100	36	22	31	17	206	379
December.....	83	31	21	34	25	196	422	89	44	22	26	15	196	331
January.....	73	29	34	29	21	219	370	94	33	23	59	23	231	353
February.....	59	35	26	49	28	297	413	96	43	23	43	16	226	357
March.....	78	30	14	85	23	173	842	77	23	35	70	24	234	298
April.....	89	28	15	60	22	204	889	74	20	21	50	23	183	230
May.....	50	32	21	37	26	169	249	43	32	18	43	23	164	235
June.....	55	25	20	35	21	154	176	25	25	21	34	23	128	210
July.....	9	9	5	16	22	61	140	11	11	12	20	13	67	139
August.....	27	11	10	12	22	59	128	20	9	6	12	10	57	118
Total.....	754	292	204	888	267	1,905	3,264	729	321	231	441	212	1,984	2,745

6.—IMPORTS OF WESTERN PRODUCE INTO MOBILE.

(From the Merchants' Exchange Prices Current.)

ARTICLES.	1853.		1857.	
	Stocks.	Receipts.	Stocks.	Receipts.
Bagging.....pieces	5,858	18,853	4,480	16,424
Bagging—India.....bales	565	5,375	....	....
Rope.....coils	8,930	37,607	4,981	38,235
Bacon, sides, shoulders...hds	601	7,430	274	18,221
Hama.....tierces	210	3,037	183	3,782
Beef.....bbls	190	1,837	67	1,225
Coffee.....bags	3,500	29,877	6,335	28,940
Cotton—Alabama and Misais-				
sipl.....bales	10,673	523,049	4,497	48,4597
Florida.....bales	....	9	....	....
Louisiana and Texas,				
bales.....	....	472	....	....
Flour.....bbls	2,425	76,714	1,192	69,703
Alabama.....bbls	....	2,788	470	2,346
Corn—Alabama, shelled...sks	3,850	45,250	800	34,871
Alabama, in ears...bbls	....	36,430	60	1,900
Western.....sacks	1,540	62,242	4,604	108,065
Oats.....sacks	5,900	44,912	3,178	27,280
Hay.....bales	4,690	23,709	1,658	28,472
Fodder.....bales	200	1,111	....	361
Lard.....bbls	90	2,828	53	2,094
Lard.....kegs	650	8,749	355	7,557
Cheese.....boxes	....	15,317	3	7,436
Butter.....kegs	98	5,501	226	2,527
Candles.....boxes	3,436	16,674	1,940	8,230
Cement.....bbls	1,200	12,090	630	4,919
Lime—Alabama.....bbls	4,200	20,853	900	20,891
Northern.....bbls	1,200	9,432	....	....
Staves.....thousand	20	385	60	193
Molasses.....bbls	696	40,488	237	6,871
Potatoes.....bbls	100	30,779	397	16,753
Potatoes.....sks	....	1,379	....	....
Pork.....bbls	922	27,050	397	12,914
Rice.....tierces	103	2,088	114	2,440
Sugar.....hhds	220	8,725	216	7,169
Sugar.....bbls	528	5,504	....	....
Salt.....sacks	16,221	116,227	32,631	180,537
Whiskey.....bbls	3,950	25,679	6,185	29,180
Wheat.....sacks	....	898	30	1,954
Bran.....sacks	4,720	38,199	....	....
Leather.....rolls	....	514	....	....
Wool.....bales	....	569	....	....
Gunny Bags.....bales	150	126	....	....
Soap.....boxes	200	8,870	....	....
Tobacco.....boxes	564	16,912	....	....
Codfish.....boxes	1	2,928	....	....
Mackerel.....bbls	....	5,287	....	....
Plaster.....bbls	989	3,489	....	....
Lard Oil.....bbls	....	2,264	....	....
Coal—Alabama.....tons	None	880	....	....
Foreign.....tons	450	1,760	....	....
Pennsylvania.....tons	500	2,447	....	....
Pig Iron.....tons	....	411	....	....

568 COTTON CROP OF SOUTH ALABAMA—EXPORTS FROM MOBILE.

7.—COTTON CROP OF SOUTH ALABAMA FOR TWENTY-EIGHT YEARS.

Years.	Bales.	An. Inc.	An. Dec.	Years.	Bales.	An. Inc.	An. Dec.
1831...	113,075	10,391	.....	1845...	517,550	49,424	.....
1832...	125,605	12,530	.....	1846...	421,669	.....	95,881
1833...	129,366	3,761	.....	1847...	322,516	.....	69,153
1834...	149,513	20,147	.....	1848...	438,324	115,808	.....
1835...	197,847	48,334	.....	1849...	517,846	79,522	.....
1836...	237,590	39,743	.....	1850...	350,296	.....	167,549
1837...	232,685	.....	4,905	1851...	451,697	101,400	.....
1838...	309,807	77,123	.....	1852...	549,772	98,075	.....
1839...	251,742	.....	58,065	1853...	546,514	.....	3,258
1840...	445,725	193,983	.....	1854...	538,110	.....	8,404
1841...	317,642	.....	126,083	1855...	454,595	.....	83,515
1842...	318,315	678	.....	1856...	659,738	205,143	.....
1843...	482,631	164,316	.....	1857...	503,177	.....	156,561
1844...	468,126	.....	14,505	1858...	522,843	19,666	.....

8.—COMPARATIVE VIEW OF EXPORTS OF COTTON FROM MOBILE,

FOR FOUR YEARS, COMMENCING 1ST SEPTEMBER.

PORTS.	1857-58.	1856-57.	1855-56.	1854-55.
Liverpool.....	263,312	196,865	340,812	213,616
Hull.....	.....	4,774	.....	.....
Glasgow and Greenock.....	952	3,059	5,183	.....
Cowes and a market.....	1,200	6,533	5,695	1,632
Bristol.....	.....	.....	.....	.....
Total to Great Britain.....	265,464	211,231	351,690	215,248
Havre.....	89,887	84,563	94,012	110,074
Rochelle, &c.....	.....	132	304	1,016
Marseilles and Dieppe.....	.....	145	1,946	.....
Nantes, &c.....	.....	.....	.....	.....
Total to France.....	89,887	84,840	96,262	111,090
Amsterdam and Rotterdam.....	1,358	1,470	955	2,900
Antwerp.....	.....	2,297	9,901	2,539
Hamburg, Bremen, and St. Petersburg.....	16,954	10,735	10,779	1,550
Stockholm, Ghent, &c.....	3,150	2,068	7,381	.....
Gibraltar and Barcelona.....	2,800	1,225	5,017	3,777
Havana, &c.....	.....	.....	.....	.....
Genoa, Trieste, &c.....	7,419	.....	3,050	1,939
Other Ports.....	.....	1,123	.....	1,268
Total to other foreign ports....	31,681	18,918	37,083	13,973
New York.....	15,277	28,736	28,492	30,955
Boston.....	25,438	47,412	65,307	26,958
Providence.....	12,097	22,932	17,672	15,875
Philadelphia.....	2,377	6,531	2,975	1,813
Baltimore.....	2,220	5,898	4,548	3,304
New Orleans.....	67,453	60,036	73,707	32,087
Other Ports.....	.....	1,123	.....	1,268
Total Coastwise.....	128,013	174,055	196,286	112,792
Grand Total.....	515,045	489,044	651,321	453,103

RECAPITULATION.

Great Britain.....	265,464	211,231	351,600	215,248
France	89,887	84,840	96,262	111,090
Other Foreign Ports.....	31,681	18,918	37,083	13,078
Total Foreign.....	387,032	314,989	485,035	340,311
Total United States.....	128,013	174,055	196,286	112,792
Grand Total.....	515,045	489,044	681,321	453,108

9.—BREADSTUFFS—TRADE OF THE UNITED STATES.

The following review, and statistics of the breadstuffs trade of the United States, are taken from the New York circular of Edward Bill, Broker:

The tables below, to the end of the cereal year, are made up with care, and show the extent of our export business to England for the past five years. The only important change in the flour market for the fortnight has been that of inactivity and dullness. The inspection continues as heretofore noticed, and a very small portion only of State flour is in condition to be properly branded. As the season advances, and the new wheat is more extensively used by the millers, we may look for an improvement; until that period, our market for the inferior descriptions must remain unsettled. The quotations below for State super and extra are for the rejected article, the inspected selling for \$4 90 a \$5 for superfine, and \$5 40 a \$5 50 for extra. The English market continuing depressed, there are but few orders here, and those for good quality, and at rates considerably below our present quotations. Our home trade buy cautiously for immediate wants, and the closing rates yesterday for all descriptions were greatly in favor of the buyer, inferior grades selling with difficulty, and at irregular prices. Shipping brands of Ohio and other good Western are less plenty and more inquired for. Southern kinds are in larger receipt, but with a moderate demand are less firmly held. Regarding the crop of new wheat, there are no favorable accounts to alter my former statements of anticipated deficiency; and the yield in many sections is light, and the samples at hand of new Illinois Spring are very unsatisfactory. As yet, at this port, we have had but limited supplies, and those the city millers have used. Prices have receded the past week, closing heavily. Rye remains unchanged in value. Indian corn for home use is a few cents lower.

Export of Breadstuffs to Great Britain and Ireland, from 1st September, 1857.

	To date.	Flour.	Wheat.	Corn.
New York.....	September 1st.	761,355	5,434,319	1,709,107
New Orleans.....	" "	282,149	610,251	815,184
Philadelphia.....	" "	24,043	170,400	498,383
Baltimore.....	" "	96,805	217,076	250,288
Boston.....	" "	3,667	.....	3,920
Other ports.....	" "	54,411	128,597	3,920
Total from September 1.....		1,295,430	6,550,643	3,317,842
To the same time, 1857.....		849,600	7,479,401	4,746,278
" " 1856.....		1,641,265	7,906,406	6,731,161
" " 1855.....		175,206	324,427	6,679,138

TO THE CONTINENT.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Eye, bush.
From New York, to Sept. 1st, 1858	126,186	237,953	10,818	13,100
Other ports to last dates.....	176,914	152,475	6,030	.....
Total from September 1, 1858..	333,100	390,438	16,848	13,190
" " 1857..	483,344	2,875,653	542,590	216,162
" " 1856..	748,408	2,610,079	282,088	1,975,478
" " 1855..	7,763	4,972	308,428	35,569
" " 1854..	791,023	1,904,893	90,556	318,882

10.—BANKING CAPITAL OF THE UNITED STATES.

By recent official returns, it appears that the Banking capital of the United States stands as follows:

	1857.	1858.
Number of banks.....	1,416	1,422
Capital.....	\$370,834,686	\$394,622,799
Loans.....	684,456,987	583,165,242
Specie.....	58,849,838	74,412,832
Bank notes on hand.....	28,124,008	22,447,436
Circulation.....	214,778,822	185,932,049
Deposits.....	230,351,822	185,932,049

The circulation of the Union, as affected by the banks, was as follows:

	Circulation.	Notes on hand.	Net.
1857.....	\$214,778,822	28,124,008	186,654,214
1858.....	155,208,344	22,447,436	132,760,908

Decrease \$53,893,300

The net circulation of the Banks is now \$58,000,000 against \$75,000,000 in 1837. The private banking capital, issuing no notes, is estimated at \$140,000,000, which swells the banking capital of the Union to somewhat over \$500,000,000.

11.—OUR COMMERCE WITH CHINA.

THE recent treaties made with the civilized powers by China, may be expected to lead to an immensely increased trade with that Empire. What effect the opening of a market to 400,000,000 people will have, may be readily imagined. In the article of cotton goods alone, we shall, perhaps, be able to more than repay the large annual balances against us for teas and silks.

EXPORTS.				
	Domestic goods.	Foreign goods.	Total.	Imports.
1821.....	\$388,585	\$3,902,025	\$4,290,560	\$3,111,951
1831.....	244,790	1,048,045	1,290,835	3,082,205
1841.....	715,322	485,494	1,200,816	3,095,368
1851.....	2,155,945	329,342	2,485,287	7,065,144
1853.....	3,212,374	524,418	3,736,992	10,573,710
1854.....	1,293,925	104,163	1,398,088	10,586,321
1857.....	2,019,900	2,375,230	4,395,130	8,356,932

The rise in domestic articles sent to China up to 1853, was in domestic cottons. Of the \$3,212,574 sent in that year, \$2,801,031 was in white cottons. These since fell off, mostly under the influence of political difficulties there. The large exports of foreign merchandize in 1857 consisted of silver and gold, of which \$2,074,465 was sent thither, and nearly the whole amount from San Francisco. The disturbed state of China has to a considerable extent caused the hoarding of specie, the disposition to sell produce for specie as much as possible, and to economize the purchases of goods. The exports of cotton manufactures for some years to China were as follows:

	Printed.	Colored.	Others.
1851.....	.....	\$1,894,418	....
1852.....	.....	2,201,496	....
1853.....	\$30,246	2,801,031	\$82
1854.....	79,106	880,575	3,602
1855.....	73,620	511,582	3,319
1856.....	107,108	720,931	30,680
1857.....	131,815	955,768	6,435

The imports of tea into the United States from China as given in the Chinese Official Report for 1857 and 1858, were: (those for 1858 are from July 1, 1857, to April 12, 1858.)

BLACK.			GREEN.		
	1857.	1858.		1857.	1858.
Souchong.....lbs.	1,986,986	2,717,026	Twankay.....lbs.	1,077,755	902,848
Caper		600	Hyson Skin.....	296,040	923,561
Pouchong	85,200	24,777	Hyson.....	1,298,277	599,002
Oolong.....	5,526,359	8,268,807	Young Hyson.....	11,562,578	8,840,063
Flowery Pekoe.....	12,300		Imperial.....	1,580,807	1,538,691
Orange Pekoe.....	80,000	448,442	Gunpowder.....	1,607,851	1,954,009
Total	8,176,795	11,489,634	Total	17,378,698	18,703,620
			Total—Green, Black	25,555,483	25,196,254

These amounts are generally larger than those given in the returns of our own Custom-house, which makes Mr. Kettle, the able editor of the United States Economist remark, and we commend what he says, to the attention of Senator Hammond, of South Carolina, who distrusts the census, and regards infallible the Treasury Reports:

"The quantities, as exported from China, are correct—they are known to and can be verified by the owners, while the figures as given by the Federal Government are, and always have been, incorrect. The cause of the incorrectness remains to be discovered, and it is to be observed that if all the returns of the Government are liable to the same discrepancy, there is no wonder that the official estimates vary from year to year. There is no doubt but that the offices are sometimes filled with very incompetent persons, and too much neglect by far is practiced by heads of departments in examining into the manner in which the duties of subordinates are filled. It may be said that the teas not paying duties, the error is not essential, but we have reason to know that the returns of goods which do pay duties are not more accurate."

DEPARTMENT OF AGRICULTURE.

1.—HEALTH OF NEGROES.

In a recent number of the Cotton Planter and Soil of the Southwest we find the following letter upon a subject which has been frequently discussed by us through the pages of the Review:

I propose to offer a few practical observations on the above subject, and it is one to which, I fear, many planters and managers are wont to bestow too little attention. I am persuaded that they can do much to promote the health of their negroes by timely care and attention, and thus avoid, in some measure, what I have often heard them say gives them the greatest trouble in the management of their plantations, namely, *the sickness amongst the negroes*.

Their food should be sound, of sufficient quantity, well cooked, and served at regular intervals. It is better, as a general rule, to have it cooked for them than to give them their allowances to be cooked by themselves, as is frequently done. I am aware that they prefer to cook for themselves, but there are always some negroes on every place who are too careless and indolent to cook their food in a proper manner, consequently they eat it but imperfectly cooked, if not entirely raw. With their meat and bread they should have vegetables of some kind, at least *three times* a week, and where it is practicable, it were better that they have them daily.

The next thing in importance is the water which they drink. The purest and best is *cistern water*. I will here state, as the result of my experience and observation as a physician in the low-lands of Louisiana during the Cholera epidemics of 1849 and 1850, that those places on which cistern water alone

was used, were nearly exempt from that dreadful disease. The few cases that did occur on those places were attributable to some imprudence in eating, or to the drinking of unwholesome water. On one plantation, where the disease made fearful havoc, until the negroes were removed to the woods and given *cistern water*, it was ascertained that it was their custom to make use of stagnant water from a lagoon near the quarter. Spring and well-water, so much used in many parts of the Southern and Western States, contains salts which are unwholesome, and in some instances positively deleterious. The water of the Mississippi river, when filtered or settled, is better than this, but not so good as *cistern water*. The cost of cisterns prevents many planters from having them; but they would be doubly remunerated for building them, in that greatest of blessings, health. Negroes generally drink *too much water* when they are in the field at work; this they should not be allowed to do, and more especially when much heated.

Every one who has seen much of the negro knows how susceptible he is to the effects of cold and atmospheric vicissitudes. The sickness and mortality from the winter diseases, Pleurisy and Pneumonia, are distressing, besides being the cause of a serious loss to the planters. Being impossible to carry on the work of a plantation without some degree of exposure of the hands to the rains and colds in the winter, it becomes a matter of much importance that their *clothing* be particularly attended to at this season. Besides, the heavy linsey clothing, the hats and shoes given them, I would recommend that each should wear a *flannel under-shirt*. The beneficial effects from wearing this garment are very great, and have been verified in many instances within my knowledge, but in none more strongly than on a certain plantation in this county, where the hands are very much exposed, being obliged to travel between two and three miles from their quarters to get to a part of their work. The past has been a very wet winter. They were often out in the cold rains and mud, yet they seemed to suffer no inconvenience from the exposure; as there was no case of sickness amongst them; nor has there been a case of Pneumonia on the place in many years. I ascribe their exemption from disease, in a great measure, to the wearing of flannel shirts. They should be put on as soon as the cold weather begins in the fall, and worn till the warm weather in spring. When one is inclined to be sickly, besides the shirt, give him *drawers* of the same material. The importance of giving their negroes *flannel* cannot be too strongly urged upon the attention of planters.

In the summer, negroes should be made to wear hats to protect their heads from the rays of the sun; this is very important with unacclimated negroes, who are more apt to be sun-struck.

Their houses should be good, their beds comfortable, with a plenty of comforts and blankets for the cold nights of winter. A negro is unfit for a good day's work if he has passed a large portion of the previous night without sleep. Their houses, as well as the quarter lot should be kept free from all filth. This matter will demand the frequent attention of the owner, or manager, as the negro is proverbially filthy in his mode of living.

The free and unrestrained use of whiskey and tobacco by negroes is highly injurious to them, though they have an innate desire for both. It is better not to allow them to have the former at all, except as a medicine, and the latter only in small quantities and at regular intervals. When sick they require constant care and attention, and it is very important to prevent them from indulging their appetites for food, as they will frequently do if not held in restraint. They should not be allowed to remain in their houses, but be placed in the hospital as soon as taken sick. Here they can be attended to with much less inconvenience, and their chances for recovery are greater than when left at their own houses. Calomel (an excellent remedy in the hands of one who knows its proper use) is in very many cases injurious to sick negroes, given as it is so indiscriminately. I am persuaded that many cases of fever can be cured without it.

If you deem the above practical remarks worthy of a place in your popular and useful magazine, they are at your service.

Yours,

RALPH BUTTERFIELD.

Near NATCHEZ, Miss., 1858.

2.—UNITED STATES COTTON CROP, PAST AND PRESENT.

For the annexed valuable summary we are indebted to the New York Prices Current, the highest authority on commercial statistics:

CROP OF—		COMPARATIVE STATEMENT OF GROWTH			
1857-58.....bales..	3,113,962	1847-48.....bales..	2,347,634	1837-38.....bales..	1,801,497
1856-57.....	2,939,519	1846-47.....	1,775,651	1836-37.....	1,432,930
1855-56.....	3,527,845	1845-46.....	2,100,537	1835-36.....	1,360,725
1854-55.....	2,547,339	1844-45.....	2,394,503	1834-35.....	1,254,323
1853-54.....	2,930,027	1843-44.....	2,030,409	1833-34.....	1,205,294
1852-53.....	3,262,832	1842-43.....	2,373,375	1832-33.....	1,070,433
1851-52.....	3,015,029	1841-42.....	1,633,674	1831-32.....	957,477
1850-51.....	2,355,357	1840-41.....	1,634,945	1830-31.....	1,023,343
1849-50.....	2,096,706	1839-40.....	2,177,535	1829-30.....	976,345
1848-49.....	2,728,596	1838-39.....	1,360,532	1828-29.....	857,744

CROP OF SEA ISLAND COTTON.—The crop of this staple the past year (included in the general statement) was as follows: Florida, 25,685 bales; Georgia, 8,240 bales; and South Carolina, 16,569. Total 50,494 bales, against 45,314 last year, and 44,512 the year before.

EXPORT TO FOREIGN PORTS, FROM SEPTEMBER 1, 1857, TO AUGUST 31, 1858.

FROM—	To Great Britain.	To France.	To North of Europe. F'n Ports.	Other Ports.	Total.
New Orleans.....bales.	1,016,716	236,596	116,304	125,454	1,495,070
Mobile.....	265,461	89,887	21,462	10,219	387,032
Texas.....	33,933	1,639	14,716	.....	50,338
Florida.....	25,771	.....	.....	.....	25,771
Savannah.....	149,346	7,376	7,680	3,300	167,702
Charleston.....	192,251	35,503	33,126	38,524	299,404
Virginia and North Carolina.....	495	.....	.....	.....	495
Baltimore.....	164	.....	.....	.....	164
Philadelphia.....	995	.....	.....	.....	995
New York.....	110,721	12,951	20,308	3,841	147,821
Boston.....	14,110	.....	1,549	4	15,663
Grand Total.....	1,809,966	384,002	215,145	181,342	2,590,455
Total last year.....	1,428,870	413,357	245,798	164,632	2,252,657
Decrease.....	.....	29,355	30,653	.....	.....
Increase.....	381,096	.....	.....	16,710	337,798

CONSUMPTION.

Total crop of the United States, as before stated.....bales.	3,113,962
Add—Stocks on hand at commencement of the year, 1st Sept., 1857:	
In the Southern ports.....	23,580
In the Northern ports.....	25,678
Makes a supply of.....	3,163,220
Deduct therefrom—	
The export to foreign ports.....	2,590,455
Less, foreign included.....	723-2,589,732
Stocks on hand, 1st September, 1858:	
In the Southern ports.....	57,604
In the Northern ports.....	45,322- 102,926
Burnt at New York, Apalachicola and Galveston.....	711
Burnt and manufactured at Mobile and Charleston.....	2,578
Manufactured in Virginia.....	15,088- 18,377
	2,711,035
Taken for home use north of Virginia.....bales.	452,185
Taken for home use in Virginia and south and west of Virginia.....	143,377
Total consumed in the United States, (including burnt,) 1857-8	595,562

WHEAT CROPS OF THE UNITED STATES.

North of Va. Elsewhere. Total.				North of Va. Elsewhere. Total.			
1856-57.....bales.	665,713	154,213	819,926	1851-52.....bales.	588,322	111,281	699,603
1855-56.....	633,027	187,712	770,739	1850-51.....	286,429	99,155	485,584
1854-53.....	571,117	135,295	706,412	1849-50.....	476,456	137,012	613,468
1853-54.....	592,234	144,952	737,186	1848-49.....	504,143	138,342	642,485
1852-51.....	650,393	153,332	803,725	1847-45.....	523,892	92,152	616,044

We give below our usual table of the amount of cotton consumed the past year in the States south and west of Virginia, and not included in the receipts at the ports. Thus:

	1856.	1857.	1856.	1855.	1854.	1853.	1852.
North Carolina, bales.	26,000	25,000	22,000	18,500	20,000	20,000	15,000
South Carolina.....	18,000	17,000	15,000	10,500	12,000	10,000	10,000
Georgia.....	24,000	23,000	25,000	20,500	23,000	20,000	22,000
Alabama.....	8,000	5,000	6,500	5,500	6,000	5,000	5,000
Tennessee.....	10,000	9,000	7,000	4,000	6,000	5,000	7,000
On the Ohio, &c.....	39,000	38,000	42,000	26,000	38,000	30,000	16,000
Total to Sep. 1, bales.	125,000	117,000	117,500	85,000	105,000	90,000	75,000

To which, if we add (for the past year) the stocks in the interior towns, 1st instant, (say 6,000 bales,) the quantity now detained in the interior, (say 5,000 bales,) and that lost on its way to market the past year, to the crop as given above, received at the shipping ports, the aggregate will show, as near as may be, the amount raised in the United States the past season—say, in round numbers, 3,247,000 bales, (after deducting 8,000 bales *new crop*,) received this year to 1st instant, against

1857.....bales.	3,014,000	1855.....bales.	3,156,000	1853.....bales.	3,360,000	1851.....bales.	2,450,000
1856.....	3,335,000	1854.....	3,000,000	1852.....	3,100,000	1850.....	2,212,000

The quantity of *new* cotton received at the shipping ports to 1st September was—in

1858.....bales.	8,031	1855.....bales.	26,079	1852.....bales.	5,125	1849.....bales.	575
1857.....	100	1854.....	1,890	1851.....	3,200	1848.....	3,000
1856.....	1,800	1853.....	6,716	1850.....	255	1847.....	1,121

It may be well to observe, that the preceding statement of the crop is that of the United States, *as a whole*, and does not purport to give the crops of the States, though the shipments, stocks, &c., are necessarily arranged under the different leading shipping ports or States, as the case may be. Thus, the crop of Texas, as given above, is that shipped *by sea* only—say two-fifths only of the whole, the remainder going by way of Red River to New Orleans, and is counted there.

3.—WHEAT CROPS OF THE UNITED STATES.

It is to be regretted, says the United States Economist, that there are no accurate means of estimating the wheat crop than the few data derived from the census of 1840 and 1850, the annual receipts at certain localities of trade, and the annual exports of the country, with the prices, as reported. These are the only means that exist, and when individuals have the effrontery to estimate the quantity of an unharvested crop on the strength of a railroad ride through a portion of the country, it affords far greater evidence of their own stock of impudence and ignorance, than of the amount of grain. The most accurate mode of approximating the grain supply is to follow the actual exports and prices for a series of years, assuming the census reports as a basis. These were as follows:

	Population.	Wheat crop, bushels.	Product per head, bushels.	Wheat exported, bushels.	Export value, bushels.
1840.....	17,069,653	84,827,272	5	11,198,365	\$1 05
1850.....	23,267,723	104,799,230	4½	8,656,982	1 02

In the year 1847 the United States wheat crop was estimated as a large one, and that year was known as the "famine year" abroad. The Commissioners of Patents made, in that year, from the best authorities at their command, the following estimate in relation to the wheat crop:

Crop of 1847.....	bushels..	114,245,600
Seed.....		11,424,550
Surplus.....		102,820,950
Consumption—3 bushels per head.....		62,239,200
Disposable for export.....		40,581,750

We may take the actual exports and values for a series of years as follows, showing the census crop of 1850, the number of bushels actually exported, and the export price in each year since:

Crop.	Bushels exported.	Price.	Price in England. s. d.
1849.....	12,309,972	\$1 09	40 0
1850.....	104,799,230	8,658,982	1 02 40 0
1851.....	114,000,000	13,948,499	95 38 0
1852.....	114,000,000	18,680,686	79 41 0
1853.....	125,000,000	18,958,993	1 05 45 0
1854.....	111,346,116	27,000,000	1 80 80 0
1855.....	136,855,000	6,821,584	1 66 75 0
1856.....	144,522,000	25,708,013	1 73 70 0
1857.....	144,670,000	33,130,596	1 50 58 0
1858.....	30,210,000	1 12	44 0

It is to be observed that the estimate of 114,245,500 bushels by the Patent Report of 1847, left 40,581,750 bushels for export, allowing no more than three bushels per head for consumption. The export was really 26,312,431 bushels, causing freights to rise to \$2 per barrel for flour, and the price in New York from \$4 44 to \$9 50 per barrel, and the price did not return to its old level until 1852. It follows that the crop was not so large as estimated, or that the consumption was much greater. The census gave the crop of 1850 at 104,799,230 bushels, and the population 23,257,720. The result would have been as follows:

Crop, 1850.....	bushels..	104,799,230
Seed.....		10,479,923
		94,319,307
Export.....		13,948,499
For consumption.....		80,370,808

This would give three and a half bushels per head. The export of 1851, the year ending in June, was, of course, the product of 1850. Now, it appears above, that with a crop of 104,799,230 bushels, of which 13,948,499 was exported, the price fell slightly; the supply was excessive, from which we may infer that but nearly an average, allowing three and a half bushels per head for consumption. Having assumed three and a half bushels per head as the average consumption, the quantity exported and the price form the best of the extent of the crop. In 1854, the price abroad was very high, and this drew out larger quantities of wheat than were ever before exported from this country. The quantity rose to 27,000,000 bushels, but that that quantity exhausted the stocks is evident from the high price which ruled here, and those prices were accompanied by the failure of the crop of 1854, which left but 6,821,584 bushels for export, although famine prices were bid for it. Those prices evidently stimulated production, since the export the three succeeding years has averaged nearly 30,000,000 bushels per annum, with falling prices. The crop now being harvested is represented as damaged, but the breadth of land sowed must have been very large, as compared with 1850, since we find that the export of 30,000,000 bushels annually does not sustain prices. The crop of 1854 was, as we have seen, exhausted by the export of 6,821,584 bushels at famine prices. There could have been no old grain then left in the country. Since then we have had three crops—1855-'56-'57. Of those crops 89,048,609 bushels have

been exported, and prices now are lower than for many years before at this season, but the quantity of old grain in the country is said to be large, owing to the refusal of farmers to sell at the low rates which followed the panic. To allow of 16,000,000 bushels on hand, the crop of 1857 should have been 160,000,000 bushels. The crop of 1858 may then stand thus, allowing it to be 20,000,000 bushels short of 1857:

Grain on hand—estimated.....bushels..	16,000,000
Crop of 1858 coming in.....	140,000,000
Supply.....	156,000,000
Seed.....bushels..	15,000,000
Consumption.....	105,000,000
	<hr/> 120,000,000
Excess for export.....bushels..	36,000,000

The consumption is taken at three and a half bushels for thirty million of people. This quantity for export is larger than was ever needed, and crops are now good abroad, with little chance of a large demand. Three years since, in relation to the harvest, we remarked as follows:

If we now take the crop of 1855, now being harvested, at 135,000,000 bushels, which is a large estimate, the result works thus:

Crop.....bushels..	135,000,000
Seed.....	13,500,000
Available.....	<hr/> 121,500,000
Consumption—3½ bushels.....	94,670,855
	<hr/>
For export.....	26,821,645

England imported all she could get in 1854, and the whole supply down to the present moment has not reduced the figure below a famine price. It is to be observed that England, in 1853, took less than half the exports from the United States, and her crop of 1854 was large, added to which 26,443,628 bushels imported did not reduce the rates. If now the United States should have 27,000,000 bushels to spare, there seems to be a customer for the whole of it.

As seen above, the actual export for 1855 proved to be 25,708,813 bushels, something less than our estimate, but at an advanced price. There was a "customer" for more than we had to spare. The exports of 1857 from the crop of 1856 were the largest ever made. The reverse is now the case, and with crops grown up and extended in a series of high price years, the market seems to be wanting. The freights are low, however, and the ability of the United States to undersell other countries may be tested this year.

4.—FARMING ON THE GULF OF MEXICO.

THE editor of the Sea-Coast Democrat gives the following very interesting account of a visit paid by him to the farm of a gentleman well known in the Southwest. We extract it in order to excite emulation in so good a field:

A few days ago we had the pleasure of looking over the sea-shore farm of Col. J. F. H. Claiborne, of Hancock, two miles west of Breadwell P. O., Bay St. Louis. It consists of some four hundred acres, chiefly in pasture. The portion in cultivation has been under tillage for the past twenty years, and when its present owner purchased it last spring a year ago, was considered exhausted. It may be classed as pine land, with a considerable sprinkling of black oak, bay and other hard wood; soil light, with something of a substratum of clay. It is now planted in corn, peas, pumpkins, rice, sweet and Irish potatoes, Chinese sugar-cane, and the pindar or ground nut.

Col. C. has been in possession of this farm too short a time to accumulate manures, and thinks that guano is too high to pay, nor is he satisfied of its efficacy on our sandy and drouthy soils. He has limed his fields freely wherever he could find vegetable matter enough to render the application of lime safe; but his chief reliance has been on deep, very deep plowing in the first instance, and afterwards on the cultivator and harrow. We must not omit to say that his first step was to thoroughly drain his lands. His corn (the Peabody and Wyandott) will average three large ears to the stalk, and on many we counted five and six, on some seven and eight ears, fully grained and now laid by. He plants the Chinese sorgho exclusively for fodder and for feeding green to his horses, hogs and milch cows. It grows most luxuriantly, completely shading the ground. It has already been cut once, yielding a heavy supply of fodder now safely housed for winter, and will be ready for the knife again in about three weeks, and then again before frost.

Col. C. likewise sows, extensively, the Rescue Grass, originated by Mr. Iverson, of Georgia. For winter pasture for sheep, calves and colts, and an early supply of spring hay, Col. Claiborne considers it invaluable.

Of Irish potatoes he has dug this year at the rate of one hundred and twenty bushels to the acre. His sweet potatoes are laid by, and he estimates a yield of two hundred and fifty bushels to the acre. He has on hand now at Laurel Wood Plantation, over six hundred bushels of last year's growth, as sound as the day they were taken up. Of these, we saw some noble specimens. His crop last year was over two thousand bushels. He plants several acres in Ruta Baga, of different varieties, some of which, of colossal proportions, are yet sweet and full of flavor. Col. C. informed us that the finest Ruta Bagas ever grown in the South, were grown last year by Alfred Lewis, Esq., of Jackson county, on his Bellfontaine farm, and that he got his method of culture from that gentleman.

The African ground-nut or pindar is a new crop to us. Col. C. plants two varieties—a large nut long domiciliated here, and a smaller and richer variety sent to him by President Roberts, of Liberia. Of the latter he manufactures a delicious salad oil, used likewise for frying fish, and certainly not inferior to the best olive oil. He will next year have fifty acres in cultivation, and has ordered from France an apparatus for expressing the oil. Col. C. thinks the pindar will become a staple product here, and that in twelve months after his apparatus has been set up, our enterprising neighbors, Messrs. Hand, of Hand-boro, will have many orders for machinery.

Col. C. having laid by his crops, for the most part, is now engaged with his seine, hauling up sardines, that visit our coast in large shoals. He is composting them with marsh mud, peat and other vegetable matter, adding the sweepings of charcoal pits, and refuse lime, after a plan which he says he learned from Dr. Tegarden, of this place, many years ago.

We must not omit to add that we found on Col. C's farm a capacious smoke-house, well stocked with home-raised and home-cured bacon. He informed us that he had an unusually thrifty breed of hogs, presented to him several years ago by Lyman Randall, Esq., of Jackson county; that he kills them at eighteen months, averaging one hundred and seventy-five pounds, and never loses a joint. He uses the best alum salt, finely pulverized, and cures his hams after a receipt furnished him many years ago by the late Col. Jas. Wood, of Jefferson County, who exhibited at the great agricultural fair at Washington, Miss., hams of exquisite flavor, five years old.

Upon asking Col. C. on what authority he most relied, he answered, on Thos. Affleck, Esq. "He and I," said Col. C. "used to have some passages at arms, but I have done him injustice, and I now consider the whole country deeply in his debt."

Col. C. said he was a novice in rice; he was trying it now for the first time; that he was induced to sow by some specimens he saw from Hon. J. J. McCaughan's, of Harrison county, superior to any upland rice he ever met with; and by a conversation he had with Judge Ramsay, of Jackson county, of whose farm and farming Col. C. speaks in very high terms.

5.—THE BLACK TONGUE IN CATTLE.

ONE of our exchanges furnishes the following, which will be useful to our planters wherever this destructive disorder has spread:

This disease among the cattle still continues to spread, numerous cases having occurred since our notice of last week was written. We are indebted to Dr. Smith, who has taken some pains to study its character, for the following particulars. It commences with a stiffness of the limbs, and frequent stretching. There is a red, inflamed and congestive appearance about the eyes, a slabbering at the mouth, and loss of appetite. The gums are tender and inflamed, the teeth become loose, and finally the gums turn black. The tongue protrudes from the mouth, when the patient can neither eat nor drink. In the advanced stage of the disease the tongue is also black. Several cases having occurred among Mr. Falconer's cattle at Roslin, he (Mr. F.) adopted the following treatment, which has proved successful; namely, to take a gallon of blood from the neck in the first stage of the disease. The cow is bled, like the horse, in the jugular vein, the neck being corded. The bleeding produces a general relaxation of the system; the stiffness of the limbs disappears in ten or twelve hours, and the cow begins to eat again. The mouth is washed with copperas water, with a small quantity of salt dissolved in it, and Epsom salts is administered as a purgative. Dr. Smith recommends the use of nitrate of silver, or chloride of lime, as a wash for the mouth and gums. Diet—anything green, or meal and water.

The type of the disease is less malignant here than it was farther South. The new cases are of less frequency, and it appears to be gradually subsiding. Taken in time it is easily managed. If bleeding is resorted to, it should only be in the early stage.

We annex the following from the Raleigh Standard:

"We hear of good many cases of the disease, called "black tongue," among the cattle in this city; but as yet we have not heard of a single case terminating fatally. The remedies generally used are as follows:

"Mix a quart of meal and a pound of Epsom salt in about three gallons of water, and let the cow drink it, and occasionally swab her mouth with copperas water, in which a small quantity of salt has been dissolved. A weak solution of nitrate of silver is probably better than the copperas water, but either will do. We have treated two cases in the above manner, and both are recovering."

6.—MAMMOTH TREES OF CALIFORNIA.

I am, says a correspondent of the New York Times, in the midst of the Mammoth Grove of Mariposa. On all sides of me are numerous giants of the forest, varying from twenty to thirty-four feet in diameter, and from two hundred and seventy-five to three hundred and twenty-five feet high. Sublime sight! Each tree fills me with wonder as I look at it. A glance at one of these immense trunks conveys a new idea of the magnificence of nature; "glorious as the universe on creation's morn" is this grove. The Titans and the Gods fought with such trees as these for clubs when the attempt was made to carry Heaven by storm, as recorded in the Grecian Mythology. The trees are so high that you must look twice before you can see the tops, and then you cannot comprehend how high they are until you have looked at them from many points of view, and compared them with the little pines in the vicinity, which do not exceed ten feet in diameter and two hundred feet in height. No words, no exclamation, no figures, no description can convey to a person who has not seen these mammoths, the vivid impression of their sublime grandeur, which fills and overwhelms the mind of the beholder.

But the idea, in its full force, remains in the mind only while the ideas are fixed upon the trees. The conception is too great to be imprisoned in the brain, except with the aid of vision as doorkeeper, and while you have that you are delighted. I could lie and look up for hours at these mighty columns, which seem to threaten the heavens; their sight fills my mind with a rapid

succession of changing emotions, and I would call them poetic thoughts, but I cannot express them. I feel as though I am a poet without the means of expression, as though, if I could write what I feel, I should produce a poem, wherein the sun and planets would be tossed about as I kick this gravel at my feet. Now that I look up, these trees appear to be among the greatest objects of nature, and men are but earthworms in comparison.

The spire of Trinity Church, which is the highest artificial structure in the United States, and famed as such, and therefore an object of great curiosity, which towers up far above the remainder of New York, is but two hundred and eighty-four feet high, and would be entirely lost to view if put down with its church into this grove.

The grove is about half a mile wide and three quarters of a mile long, and it contains four hundred and twenty-seven standing trees, which, in regard to diameter, may be classed as follows:

1 tree.....	34 feet in diameter.
2 trees.....	33 feet in diameter.
13 trees from.....	25 to 30 feet in diameter.
36 trees from.....	20 to 25 feet in diameter.
82 trees from....	15 to 20 feet in diameter.

Total, 34 trees above 12 feet in diameter.

Remaining, 393 under 15 feet in diameter.

One tree has fallen, and a considerable portion of it has been burned, but I think it was nearly forty feet in diameter and four hundred feet long.

The mammoth is an evergreen, cone-bearing tree, akin to the botanical genus called *cupressus* (cypress) by Linnaeus. After the time of that naturalist, a new generic name, the *taxodium*, was given to some trees to which the mammoth is more nearly related, among which is the redwood of the California coast mountains. At a still later date, (about 1850,) the redwood was declared by Endlicher, the German botanist, to belong to a new genus, and he named it the *Sequoia*. In 1853, the mammoth trees first came to the notice of botanists. Some of the leaves and cones were sent to American botanists at New York, but were lost by accident; while later samples sent to England were placed in the possession of Lingley, and he declared the tree to be of a new genus, and named it the *Wellingtonia Gigantea*.

The *Sequoia Gigantea* is found only on the Sierra Nevada mountains in California at a height of about four thousand five hundred feet above the level of the sea. It exists only in small groves, five of which are known—three in this county, one in Calaveras, and one in Tuolumne. These three counties lie adjoining to each other, and the five groves are all between 37° 40' and 38° 15' of south latitude. The grove in which I now am is one of the largest, and there are two other groves within a mile of here, one containing eighty-six trees, and the other with thirty-five trees. The Tuolumne grove was discovered only a few days ago. It contains ten trees, one or two of which are said to be thirty-five feet in diameter.

DEPARTMENT OF MANUFACTURES AND MINING.

1.—IRON MINING AND RAILROAD IRON AT THE SOUTH.

A correspondent, who is well posted on the iron resources of East Tennessee, furnishes us with the following items on the subject. He says:

Located on White's Creek, near the Tennessee river, in Roan county, Tennessee, in the midst of the best agricultural and stock growing section of the State, perhaps in the Union, they combine all the conveniences and advantages requisite to the cheap and profitable development of their great riches; in fact, nature has beneficently thrown together, almost in one conglomerate mass,

every element at all necessary in the production of iron; hence, with the proper capital and enterprise, it is entirely safe to assume that pig iron and even railroad bars can be made at this point at as small a cost as at any given locality in the South or West.

The great desiderata in making cheap iron seem to be—

1st. An abundance of ores, cheap and of easy working qualities.

2d. Fuel and fluxes for smelting, abundant and contiguous to the furnaces.

3d. Cheap labor, provisions and stock.

4th. Facilities for easy transportation, and extensive distribution over the country.

On White's creek all these advantages have been most graciously provided, at least the proper elements to constitute them, are found in the closest proximity, and they only require to be touched by the magic wand of capital, and they will come forth to do man's bidding.

Beds of the finest bituminous coal, in strata, from two to ten feet in thickness are found within a few hundred feet of the ore deposits, and very near the most eligible sites for the building of furnaces and fixtures. Provisions can always be had at the lowest market rates, and everything required to build, equip, and put in operation as many furnaces as would be needed to furnish a rail mill with pig, can be procured on the very spot at the least possible outlay of labor and capital. The subjoined tables show an estimate of the cost of making pig iron and railroad bars in the iron belt of Ohio, are from the able pen of Prof. Mather, geologist of that State, and will conclusively show to every practical iron man in the South, not only the feasibility of our successfully competing with foreign capitalists in the manufacture of railroad iron, but will also show that his figures are full high, when applied to the cost of making iron in East Tennessee.

Estimated cost of stone coal, pig iron, 4,000 tons, at one furnace in Ohio.

Interest on \$40,000 investment in furnaces, lands, buildings, etc., at \$10	\$4,000
Taxes, incidentals, repairs, etc.....	4,000
10,000 tons of iron ore at \$2, to make 4,000 tons iron.....	20,000
400,000 bushels coal, at 5 cents.....	20,000
2,000 tons limestone, at \$1 per ton.....	2,000
Labor about the furnace, at \$2 per ton.....	8,000
Handling, weighing and transporting to rolling mill.....	4,000

Cost of 4,000 tons pig, at rolling-mill.....\$62,000
Or \$15 50 per ton.

Estimate for converting pig iron into railroad bars.

Interest on capital, \$80,000 at 10 per cent, 13,500 tons railroad bars, per ton.....	\$0.59
Wear and tear of machinery and repairs, per ton.....	1.50
Rolling furnace expenses, per ton.....	6.00
Rolling into muck rolls, per ton.....	0.50
Catching, hooking, dragging out and shearing, per ton.....	0.37.50
Piling, strapping, heating, rolling, catching, drawing and straightening, per ton.....	3.00
Sawing, trimming and straightening, per ton.....	0.60
Coal, 25 to 60 bushels, say 60 bushels, at 5 cents.....	3.00
Engineer, oil and miscellaneous, per ton.....	1.00
Incidentals, interest on floating capital, weighing, drayage, discounts and extras of the boiling furnace.....	5.43.50

Cost of converting pig into railroad bar, about.....\$22.00 00

The cost then of railroad bars at the depot or landing, would be—

Pig at the rail mill, per ton.....	\$15 50
One-fifth loss in manufacture.....	3 10
Cost of making pig into railroad bars.....	23 00

Total cost of railroad bars, per ton..... \$40 60

"This cost of \$40 60 is upon the supposition that the furnaces are separate from each other, and from the rail mill, but that four blast furnaces and one rail mill belong to one company." Thus, according to Prof. Mather, with four pig furnaces at a cost of \$40,000 each, and one rail mill costing \$80,000, all belonging to the same company, after allowing interest, &c., at the rate of ten per cent. per annum on the investment, as also an amount which is deemed amply sufficient to cover contingencies, it is found that railroad bars can be made in Ohio for \$40 60 per ton, or less than the cost of foreign railroad iron.

These figures may do when applied to the latitude of Ohio, but we think it satisfactorily demonstrable, that they are higher than necessary in estimating the cost of producing pig and railroad iron in East Tennessee, and particularly at the White's Creek mines, with all their advantages of timber, coal, ore, limestone and water, both as it regards its application as a motive power to machinery, and for the purpose of transporting the products of the furnace to market; lying as they do, immediately contiguous to each other, and in quantities sufficient to stock as many furnaces as would be required to supply one rail mill with pig, during the life time of two or three generations.

Prof. Mather's figures are also based upon the supposition that each of the four furnaces have capacity to make 4,000 tons of pig in two hundred days, assuming that, as a basis applicable to our present purpose, we will go upon the presumption that the outlay in lands, &c., and the building of each furnace will not exceed, say \$30,000, and the following amount will cover the entire cost of stock, labor, &c., for two hundred days, as well as the cost of the gross product of pig in that time:

Interest on the investment, at ten per cent.....	\$3,000
Taxes, contingencies, &c., at.....	3,000
Ten thousand tons iron ore, at \$1 per ton.....	10,000
Four hundred thousand bushels coal, at three cents per bushel..	12,000
Two thousand tons limestone, at fifty cents per ton.....	1,000
Labor about the furnace.....	8,000

Cost of four thousand tons of pig.....\$37,000
Or \$9 25 per ton.

The cost then of railroad bars, at the rail mill, would be—

Pig, at the furnaces, per ton.....	\$9 25
One-fifth loss in manufacture.....	1 85
Cost of making pig into railroad bars.....	22 00

Total cost of railroad bars per ton.....\$33 10

This estimate may be deemed too low, but if Prof. Mather's assumptions be correct, as adapted to the iron belt of Ohio, we think the experience of iron men in East Tennessee, and those in the vicinity of Chattanooga particularly, will sustain this, in theory at least, allowing ten per cent. upon the estimate to find the actual cost, which would be, say \$36 41 per ton, which will not exceed more than two or three dollars per ton the cost of transportation and duties on foreign railroad iron, which amount American railroad companies have to pay in cash.

But there are other considerations of weighty import, which go to show the practicability of making railroad iron in this section. These mines of coal and iron ore are situated on the Tennessee river, a few miles above Chattanooga, at which point two railroads already have independent termini, the W. & A., connecting Chattanooga with Charleston, Savannah and the interior towns and cities of Georgia and South Carolina: the N. and C. R. R., bringing the surplus wealth of West Tennessee through the coal-beds of the mountainous districts, to find the markets of the cotton-growing regions of the South.

The M. & C. and the N. E. and S. W. Alabama railroads, will also be completed to Chattanooga in one or two years, opening a direct communication with the Mississippi river and valley at Memphis, and the intermediate points along the line of the road towards Chattanooga, and the richest agricultural and mineral sections of Alabama, from Mobile in a northeasterly direction,

through that State to the Tennessee line, thence on to Chattanooga, connecting with other great links, in contemplation, which are to radiate into Virginia and North Carolina, and connect us with the seaports of those States and eastern cities.

Combining all these facilities and advantages, it requires no extraordinary sagacity to foresee the advantageous results that would necessarily flow from the establishment of a rail mill in the midst of the rich coal-fields surrounding Chattanooga.

2.—RICHMOND FLOUR MILLS.

A Carolinian, writing from Richmond to the *Columbian* "Southern Guardian," recommends the men of his State to turn their water-power to a similar use, and start mills near Columbia, South Carolina. He recommends sound, practical men to take the matter in hand, and remarks that his "reflections have been suggested by a visit made to the flourishing mills situated on the James river and canal, in the city of Richmond." There are seven mills, some with twenty-four pair of stones, seven feet in diameter, possessing the finest machinery that has ever been invented for the manufacture of flour, and turning out between four and five thousand barrels per day. This requires about twenty thousand bushels of wheat per day, or about eight million bushels per annum. These are said to be, by good judges, model mills, both in their machinery and in their management, and for the benefit of some of your enterprising and practicable readers, I will state that one of the oldest of these mills, "The Haxall Mills," were established about the year 1807, by Mr. Haxall, the father of some of the present owners, with only four pair of stones. They have gone on from that period steadily increasing in capacity and capital, until they are now running twenty runners, turning off about one thousand barrels of flour per day, and have made large fortunes for their owners. In the meantime, other energetic and practical men in and around Richmond, seeing the Haxall mills prospering so well, embarked in the enterprise, and the result is princely fortunes to their owners, and furnishing as it were at their own doors, one of the best wheat markets for the farmers of Virginia.

Upon further inquiry, I found that before the manufacturing of flour was embarked in so extensively at Richmond, Virginia was not known as a wheat State. It required nearly all the wheat raised in the State for home consumption. She relied almost entirely upon her tobacco for her wealth. The watchword was then, more land for tobacco. Their finest lands were cut down and run year after year in tobacco, until the Virginians found out that, in a few more years, they would not have any more land to cut down, and that their country was then covered all over with fields full of gullies and scars. They discovered that, unless a different system of cultivation was adopted, they would have to abandon their lands and move to the Southwest, as the thousands did at that time to Florida and Alabama. They, like true patriots, set about the work of their own redemption, and the first step taken was to reduce the number of acres planted in tobacco, and increase their wheat in the same proportion. They adopted a better system of manuring, by the application of compost, lime and plaster to their lands, and, lately, have made use of great quantities of guano. They, in addition to their manuring and fine preparation of their lands, have adopted the rotation and rest system, letting one-fourth of their land lie either in clover or pea-fallow every year. The land now planted in tobacco is better manured and prepared, and while there is no diminution in the tobacco crop, I find upon inquiry, that there has been a steady increase in the wheat crop from six million of bushels in 1830, to twenty millions in 1837; and *para passu*, with the increase in the production of wheat, I find that the mills have increased. In fact I was told by several large planters, that the great increase in the production of wheat, was mainly owing to the fine market afforded by the Richmond mills for the purchase of the planters' wheat, paying now \$1 30 for red, and \$1 50 for white. The planters of South Carolina only getting from sixty and seventy cents per bushel. I may add another great element in the

increased production, namely, the great railroad and canal system of Virginia. I believe these enterprises have done much in developing the resources of Virginia. They are well managed and pay good dividends.

3.—ROSIN OIL WORKS AT MOBILE.

The manufacturing of Rosin Oil at Mobile, has been inaugurated under very favorable auspices. An extensive factory has gone into operation under a very valuable patent. We are told by the Tribune that the process is simple, and such as can be readily comprehended by any intelligent business mind. The stills are three in number. Number 1 is charged with sixty barrels of rosin, when the temperature is raised to about three hundred degrees, (fr.) when the naphtha is volatilized. Then the heat is increased, gradually, to six hundred or six hundred and fifty degrees, (fr.,) when the oil comes over in vaporizing to the extent of sixty-two and a half per cent. of the weight of the rosin, or say eighteen gallons from each barrel of two hundred and eighty pounds. Then after being subjected to a bleaching process, by the action of chemicals, is discharged by a pipe into still No. 2. Here it goes through the same process of vaporizing at from six hundred to six hundred and fifty degrees, (as from still number 1,) to bleaching tub number 1—subject again to further action of chemicals; thence, by a pipe, conveyed to still number 3. Here it goes through a similar process to number 1, only that the separation between the lubricating and paint oil is made in this still. By the action of chemicals, steam, etc., the machinery oil vaporizes, and the drying or paint oil remains, but is subsequently taken off at a higher temperature. The machine oil vaporized from this still is carried in bleaching kettle number 2, subjected to further action of chemicals, and is then conveyed by another pipe to No. 3, or what is termed the refining still. Then the same process as in Nos. 1 and 2 carries the oil over in vapor to the final bleaching kettle. Here the introduction of chemical and steam combined, all impurities are thoroughly and effectually removed.

4.—COTTON MANUFACTURES IN VIRGINIA.

The Richmond South gives some details concerning the cotton mills in and near that city, which consume annually about 8,000 bales:

The James River Company has a capital of \$125,000, and consumes 2,000 bales of cotton annually. The products of cloth, chiefly osnaburgs and baggings, are 2,000,000 yards. One hundred and fifty hands are employed, all white, there being about an equal proportion of males and females.

The Manchester Woolen and Cotton Manufactory is in the immediate vicinity of the establishment of the James River Manufacturing Company, and has been in operation for twenty years. The capital stock of the company is \$250,000. There are 225 looms and about 8,000 spindles. The articles manufactured are heavy osnaburgs, bagging, shirting, sheetings. Production per annum, 3,000,000 yards of cotton goods, and 150,000 lbs. of cotton yarns and batta. Annual consumption of cotton, 1,400,000 lbs. Number of operatives employed, three hundred.

Within the past ten years the machinery of this establishment has undergone a very thorough repair, which, with the addition of a good deal of new machinery of the most improved kind, renders its present productive condition superior to that of any former period. Mr. W. Bradley, the superintendent, has recently invented and patented a very superior sizing and dressing frame, four of which he has now in successful operation, by which at least fifty per cent. is saved in the cost of that department. The cotton for this mill is purchased chiefly in Petersburg, Norfolk and Charleston.

Besides these two mills, there are several others in the interior, whose consumption of cotton may be set down at 2,000 bales per annum, and which draw their supplies from the Southern market through this.

INTERNAL IMPROVEMENTS.

1.—SOUTHERN PACIFIC RAILROAD CONVENTION.

THE New Orleans Picayune contains a full account of the proceedings of the Railroad Convention held in Louisville, Kentucky, in obedience to a call upon the stockholders of the Southern Pacific Railroad Company, of which we present the following succinct abstract. The meeting was large, consisting of stockholders and gentlemen who felt interest in the success of this great enterprise.

Hon. James Guthrie was called to the chair, and Mr. James Shannon, of Missouri, and Col. L. A. Whiteley, were selected as secretaries, when the President of the company, Dr. Jephtha Fowlkes, offered a statement of the present condition of the company. A committee, to whom the paper read by the President was referred, made the following report:

Your committee, having examined all the facts within their reach, believe that the report read before you this morning gives a correct account of the present condition of the Southern Pacific Railroad Company. Notwithstanding the resources of the company, its means are so much embarrassed by previous bad management that there is nothing to pay pressing liabilities, prevent a sale under execution, and consequently the entire sacrifice of the stock. [For resources and liabilities see President's report.]

As the only available means in the present emergency, we offer the plan contained in the following resolutions:

Resolved, That this meeting appeal to the stockholders in this State and vicinity to contribute voluntarily fifty cents on each share of stock held by them before the first day of October next.

Resolved, That A. D. Hunt be appointed a trustee of the fund so contributed, who shall receive and hold it until he is notified and satisfied that a sufficient sum is raised to relieve the company from its present embarrassment; until that time no part of the fund shall be used; nor shall it be paid over until authorized by a meeting of the stockholders called together upon notice given by the trustee.

Resolved, That if a sufficient sum shall not be raised to relieve the company from its present liabilities, the trustee shall return to each contributor the amount of his contribution.

Resolved, That your committee have full confidence in the value of the enterprise, and that the sum necessary to relieve it from its present embarrassment is trifling, and that the contributors will be more than remunerated by the immediately enhanced value of their stock.

Resolved, That your committee believe that if the necessary means are not raised, the interest of the stockholders must be sacrificed, and the great enterprise postponed, if not defeated; and we, therefore, earnestly invoke the stockholders to come forward and protect their own interest.

Resolved, That as soon as the present embarrassment of the company is relieved, the road can, and will be put under such control as will secure its completion, and increase the value of the means already invested ten-fold.

Resolved, That in furtherance of these views, that J. H. Harney, chairman, Rev. James Shannon, and Col. L. A. Whiteley prepare a report of the proceedings of this meeting, together with an appeal to the stockholders of this company, urging upon them the payment of the per cent. suggested in the first resolution upon their respective shares of stock; also meetings of the stockholders in New York, Cincinnati, St. Louis, New Orleans, Nashville, Knoxville, Memphis, and elsewhere, be held to cooperate and aid our efforts to provide the means necessary to free the company from embarrassments.

We earnestly recommend that stockholders, who are indebted on their subscriptions of stock, do pay up the several amounts due by them forthwith.

Pending the consideration of the resolutions, Mr. Wade, of Oldham, asked for explanations. Less than twenty-five miles of the road, he said, had been made, yet three millions of dollars have been squandered. What has become of the money! Believing it a legitimate investment, he had subscribed to the stock. He now believed it would be found good, if the condition of the property could be ascertained. There were other pertinent questions. How far will the \$200,000, received as proposed, go towards relief? He wished a solid foundation to go on.

The committee who made the report did not consider it proper to inquire if criminality in the management of the affairs of the company had existed. The question was, shall the great work be abandoned? The sum proposed would relieve the company, and action for the future, not regrets for the past, was necessary.

Col. Harney stated that the company had property worth more than two millions, yet it is so embarrassed it cannot raise a sum sufficient to meet pressing liabilities. If the relief proposed were offered, it could get hold of its property and proceed so far as to be entitled to the aid of Texas to a large amount. He was assured that twenty miles of the road were completed, five nearly ready, with depots and lands in Arkansas and Texas, and, upon the completion of a few miles more, large contributions from Texas were guaranteed by the State.

Dr. Fowlkes, in response to a general call for information, informed the convention, that the debts due amounted to \$465,935; the assets are \$2,098,000, of which \$270,000 are due by stockholders, and that sum, if promptly paid, would give relief. The proceeds of land sales secured by bond and mortgage, were \$380,000; lands in Mississippi owned by the company were worth \$15,000; lands in Texas, depots and locomotives, \$40,000; the twenty finished and furnished miles of the road, and the five nearly finished, \$625,000; and the 256,000 acres of land donated by Texas, when the five miles were complete, are worth at the best estimate \$786,000.

The debts have probably all been presented. The present officers were not responsible for past rascalities. The books have not been kept right. The amount of capital stock issued was \$3,120,000, but squandered, he could not tell how; the waste had been reckless.

The first surveys were made years ago, when a large force was necessary to protect the engineers from apprehended attacks of the Comanche Indians. This led to great expense, and it was probable that then the stock was sold for any sum that could be got for it. Since that time, too, there had been great men and great names attached to the company, and their extensive services required extensive remuneration, in proportion, not to their value, but to their own estimate of them. The balance of the installments now due, if promptly paid, would pay off the most pressing liabilities. He could compromise them, indeed, for \$50,000, but that would not relieve the company permanently.

The present Board would investigate the conduct of past agents, and the public, as well as the stockholders, should know all that had been done. He had been in office only sixty days, and was unprepared to go into detail on this branch of the subject. Thus far the new Board had done its duty, and the stockholders were called upon to do theirs, if they would save their rights.

At the court, which commenced August 24, \$150,000 in judgments may be taken against the company, and, after twenty days' notice, its property can be sold on the first Tuesday of any month; so that in November these sales can be made.

The old company holds its rights under the act of the Legislature of Texas. The new company holds by presumed right of purchase under a deed of trust, which is regarded as invalid, because at the time no law of Texas authorized any sale of a railroad and its franchisees. Some sixty days after the execution of this deed of trust an act was submitted—*ex post facto* as regards our company, and not even touching it by its provisions, for by it the sales of railroad franchisees were legalized provided a sale was sanctioned by a by-law, of the company, passed by two-thirds of the proper body. Those who hold the deed of trust have converted securities and otherwise managed to become apparent

creditors; they are forcing sales under these executions, and, if they are made, the old stockholders are ruined.

In reply to a question in regard to the liability of the stockholders of the five per cents for any other payments, Mr. Fowlkes said that there was a contrariety of legal opinion, but the weight of authority had decided that, as the terms of subscription called for only five per cent. to be collected, it was in the nature of a contract between the company and subscriber, and was inviolable from any demand instituted by the company's creditors.

After an animated discussion and full interchange of opinions, the convention unanimously adopted the report and resolutions, and expressed confidence in the management of Dr. Fowlkes.

2.—HOUSTON AND TEXAS CENTRAL RAILROAD.

The following is an extract from the Fifth Annual Report of the President and Directors of the Houston and Texas Central Railway Company to the stockholders:

During the past twelve months we have been engaged in the steady prosecution of this work.

We are gratified to be able to announce forty-eight miles in complete running order.

In addition, ten miles beyond Hempstead have been graded.

In the history of all railroad enterprises, the cost of the first sections have been, proportionally, the heaviest. With the experience of the past, we feel safe in estimating the average cost per mile, for the entire line, \$19,000.

This will not exceed the minimum cost of roads in other parts of the Union.

The earnings of the fiscal year amount to \$76,957 68.

All roads now chartered north of Houston are tributary to it.

Superintendent's Report.

Annexed you will please find the gross earnings for the month of March and April:

Receipts for freight.....	\$17,766 05
" passengers.....	5,864 75
	<hr/>
	\$23,630 80

OPERATING EXPENSES.

Repairs of railway.....	\$2,716 63
" locomotive.....	526 35
" cars.....	801 71
Transportation expenses.....	2,637 29
Net proceeds.....	16,928 82
	<hr/>

\$23,630,80

The Houston Telegraph says that there are about one hundred and fifty hands at work on the third section of the Houston and Texas Central Railroad. The next ten miles will very soon be ready for the iron. The completion of this section will put sixty continuous miles of road in operation. When the remaining fifteen miles of the Galveston road, between Virginia Point and Houston are completed, which will be in time for the fall business, there will be more than one hundred and thirty miles of railroad connection between Galveston Bay and the interior.

3.—MEMPHIS AND CHARLESTON RAILROAD.

The able President of this flourishing road, Samuel Tate, Esq., gives in his annual report the following interesting items:

The receipts of the road for the year have been \$964,410 65, the operating expenses \$448,272 80; net earnings \$516,137 85. The gross receipts were

about \$35,000 less than the estimates made in last report. This, too, with a short crop, a commercial panic, and heavy expenses and loss of business from two floods. The total cost and outfit of the road thus far has been \$6,024,642 59 and the net earnings being \$516,137 85, the road has earned 8.57-100 per cent. upon its entire cost and outfit.

The amount paid by way of interest and exchange last year was \$249,873 19, which, deducted from the net earnings, leaves them at \$266,264 66. The capital stock of the road being \$2,258,115, the net earnings are thus equal to \$11 80-100 upon the capital stock paid in, after paying interest and exchange.

The funded debt of the road amounts to \$2,692,000, consisting of \$1,092,000 due the State of Tennessee, and \$16,600,000 of its own bonds issued. The floating debt of the road amounts to \$837,991 82. Its active assets amount to \$157,753 58, and its own bonds unsold, \$72,000. Floating debt over assets, \$608,258 24. Amount yet to be expended to equip the road, \$77,897 50—which will swell the floating debt to \$686,135 74.

The amount of the total net earnings of the road have been \$1,316,476 82—of which \$651,831 42 have been expended in paying interest, and \$654,645 40 have gone into construction. This latter amount, "*at a proper time*," in the opinion of the Directors, should be declared in a stock dividend, thereby increasing each stockholder's stock to that extent.

4.—SOUTHWESTERN RAILROAD, GEORGIA.

WE have received the Eleventh Annual Report of the President of this road to the stockholders; from it we learn that

The net income for the year ending 31st July, 1858, has been...	\$208,771 31
The extraordinary expense has been.....	\$44,804 25
Paid interest on bonds.....	29,662 50
Paid annuity to city of Macon.....	1,250 00
Dividend 4 per cent. February, 1858.....	60,424 00
Dividend 4 per cent. declared to-day from earnings of 6 months ending 31st July, 1858.....	72,584 00—208,224 75
Showing a surplus of.....	\$546 56

The Board trusts that this exhibition of the Company's affairs will prove entirely satisfactory to the Stockholders. The prospects of business for the future are certainly most encouraging. The past has been an unfavorable year, in every respect, and the Stock of the Company has been unusually depressed. But surely it cannot be long, with reviving trade and returning prosperity, before a stock which heretofore has yielded eight per cent. per annum, and which promises equal dividends for the future, will rise to par. The Board continues firmly to believe that when the road shall find its completion at Fort Gaines and Euftaula, it will prove one of the most lucrative roads in our country.

At the Annual Election for President and five Directors for the ensuing year, the following gentlemen were unanimously elected, viz:

President.—Richard R. Cuyler.

Directors.—John W. Anderson, William A. Black, William S. Holt, T. M. Furlov, Robert A. Smith.

5.—MEXICAN RAILROAD.

THE Vera Cruz correspondent of the New Orleans Delta gives the following information concerning the progress of the railroad survey from that city to Mexico:

In Mexico I met with Col. Talcott, steam engineer in chief of the survey being effected between this city and the capital, for the purpose of locating a line of railroad for account of Manuel Escandon. I learn from his son that the line had been located as far as Orizaba, and that they found that they could ascend the Cumbus between that city and Puebla, with not more than twenty

miles of heavy grading, and with no grades over two hundred feet to the mile. The big barranco between Cordova and Orizaba will require a bridge of one thousand and eighty feet in length, and it will be about three hundred and fifty feet above the running water beneath. This road is a work of great magnitude, but it is the only thing that can save the nation. Manuel Escandon has undertaken it, and he has the energy to carry it through, provided his countrymen will only give him a chance. I was told in Mexico that Col. Talcott's report would be made in September, and that then Escandon would proceed to Europe, via the United States, in order to lay his plan before the capitalists of the world. If success attends him, I hope to see the work under way within the coming year. In eighteen months it could be finished as far as Orizaba, and in four years it could be carried to Mexico.

6.—FLORIDA RAILROADS.

A late report of the President of the Florida Atlantic and Gulf Railroad, says the Charleston Courier, gives us some particulars of the present condition and prospects of the railroads in progress in the Southern Peninsular, and some extracts therefrom will be interesting to all readers.

The road above mentioned will measure sixty-three miles in all when completed, the direct straight line being a fraction under sixty miles, and there being an estimate of four miles for turnouts, &c.

The clearing, grubbing, &c, for the road-bed has cost \$170,715 64, which fall below the original estimates to the amount of \$20,000. The work done by contractors, as surveyed and accepted to the 1st June, 1858, amounted to \$145,680 48, of which more than a half was executed within the year ending 1st June, 1858. The contractors are confident in expectation of delivering their work in July.

The expenses of road-bed ready for superstructure will average \$4,017 06 per mile; \$8,000 per mile are allowed for iron and track laying, and \$2,000 per mile for workshops, stations, rolling stock, &c., so that the estimates for the ultimate completion of the road to and in operation throughout are \$767,074 97. The amount actually paid out towards this is \$194,394 45.

The sum to be provided is \$572,680 52, for which the assets and resources at command are:

In present assets over liabilities.....	\$193,697 44
In lands, over all liabilities and trusts for which they are chargeable.....	181,000 00
Stocks	283,500 00
And in bonds, &c., which the Company will receive claims in different stages of progress, about.....	525,000 00

These figures, which are based in great part on actual results, shows an excess of \$610,000 in favor of the Company for the completion of their undertaking.

A contract has been effected for a locomotive, (\$8,000,) six platform-cars, (which, with two purchased from the Florida Railroad Company, cost \$4,500,) one thousand tons of iron, at \$5,500, and sixty tons spikes, chairs, &c., at \$80.

This road, as our readers are advised, will connect Jacksonville (from the wharf) with Alligator, a distance, in exact result, of fifty-nine miles, one thousand and two hundred yards. From Alligator to Pensacola, a distance of two hundred and eighty miles, we find the proposed line of the Pensacola and Georgia Railroad Company, which has effected and arranged a junction at Alligator with the line above described. Of the Pensacola road line, one hundred and thirty miles—from Pensacola to the Apalachicola—have been under contract for some time; and of this portion, twenty-five miles, leading from Pensacola, are in use, and the adjoining forty miles ready for grading.

The progress made in the State of Florida, under many disadvantages, in railroad enterprises, is well stated in the report of President Sanderson, of the F. A. and Gulf railroad, from which we have derived the facts and figures above given, in great part. He remarks:

"This enterprise alone without reference to the other portions of the system inaugurated by the act of January, 1855, was a gigantic undertaking for a

young and sparsely settled State like our own. But when we consider the progress made by the several companies operating under the entire system—the advance has exceeded the most sanguine expectations of its warmest friends. The work accomplished is greater than has ever been done in the same space of time by any other Southern State, and may well challenge comparison with those of any of the older States of the Union. In little more than two years, four hundred and fifty miles of road have been put under contract—one hundred and twenty completed—over which the locomotive is now transporting the mail—one hundred and sixty more graded and nearly ready for the iron. All this, too, has been accomplished in the midst of difficulties unparalleled in the history of railroad building. That we have difficulties still to encounter is not to be denied—but the great and rapid advance already made, in so short a time, gives sure earnest of an early and successful completion of the entire system."

Since this report was prepared, the locomotive engaged for the Florida, Atlantic and Gulf railroad has reached Jacksonville, bearing the name Gov. Perry, in compliment to the present Chief Magistrate of Florida, a gallant son of the Palmetto State, whose citizens are deeply interested, socially and commercially, in the enterprises now in progress for developing the resources of Florida.

7.—TELEGRAPH TO CUBA.

We may expect at an early day to see the cable securely laid between the coasts of Florida and those of the Queen of Antilles. It seems that Captain Sands of the U. S. Steamer Walker has already demonstrated the practicability of the work.

It has always been supposed that, between the Florida reefs and the coast of Cuba, the depth of water was so great and the current so strong, that it was impossible to get correct soundings. Several attempts have been made without success. But Capt. Sands determined, if the weather proved favorable, to give it one more trial, having confidence in the working of his own apparatus, and knowing that if it were possible, he could accomplish it. Well, on crossing the Tortugas bank, everything being favorable, we determined to try it, and accordingly shaped our course for Havana. We supposed that we should, after crossing the bank, have at least fifteen hundred fathoms; but, much to our surprise, it was only two hundred and seventy; the next three hundred and sixty; the next five hundred and thirty, and the last and deepest was within four miles of Havana, eight hundred and three fathoms. This was at noon on Sunday, May 9th, and we were so near the "ever faithful Island" that we could see and even count the houses in Havana. We then shaped our course for Key West, sounding as before, and regulating them so as to come between those of the first line. The result was perfectly satisfactory, and proves the practicability of a telegraph between Cuba and the United States.

MISCELLANEOUS, STATISTICAL, ETC.

1.—THE SOUTH—ITS DEVELOPMENT.

THE New Orleans Picayune is very hopeful of the future of the South, and speaks with much truth and eloquence of our present condition.

There is probably no territory, of similar extent, in the world that possesses such varied and important elements of wealth, as that embraced within the limits of the Southern States. It produces, in luxurious profusion, the fruits, grains, and esculents, both of tropical and temperate zones. All the cereals grow in such abundance and perfection that, when the unoccupied prairies and the forest wilds shall be covered with the dancing tassels of coming harvests, it may almost be regarded as the future granary of nations.

Rice, tobacco, and cotton, the great staples of commerce, are the almost ex-

elusive production of the South. These have come to exert such an influence over human affairs that the prospect of the crop produced in the South is watched with the deepest interest alike in Liverpool, Havre, and Amsterdam, for the comfort of millions, if not the stability of governments, depends upon its liberality.

Iron and coal, of the finest quality, and of the greatest abundance, lie, in many places, in close contiguity; limestone and marble crop out of the hillsides; lead underlies whole districts of country; gold enriches many a barren tract; and every mineral, useful in the arts or valuable in commerce, has been discovered during the progress of geological surveys in its different States.

Its forests abound in timber, valuable in domestic economy and unsurpassed in the world for ship-building. In the ship-yards of England and France it is preferred to that brought from any other country.

Whole States are found to possess superior qualities of soil and climate for the production of wines. Nature has indeed been unusually bountiful in all the gifts which are essential to comfort, luxury, and independence.

The sectional agitations, prevailing for years in the country, have directed the attention of Southern men to a consideration of the resources of the South, and the conviction is now almost universal, that whatever is demanded to supply necessary wants, to gratify luxurious tastes, to contribute to cultivated pleasures, to enlarge public and private wealth, and to give consideration to States, exists in profusion in this Southern portion of the Federal Union. Development—home development is all that has been wanting to make the South not simply prosperous, not merely independent of its neighbors, but great in political influence; to give her a control over public opinion, a power in the Republic, against which popular majorities would struggle in vain. And the full appreciation of Southern resources is the first step towards this development. The belief in the capacities of soil and climate, in the success of Southern manufactures, mining and commerce, will stimulate enterprise until the whole country shall be aglow with well directed activity, and no field of profit lie unexplored.

Without this, the South has impressed its ideas upon the policy of the nation. Its peculiar condition of society has given its public men positions in public affairs to control its destiny. Acting as isolated communities, looking to the North as the thinking head and skillful hand of the body politic, undervaluing all that was Southern, and not appreciating its resources, the South yet made progress; slow, it is true, but real and positive.

Like a bow in the heavens after the storm-clouds have swept by, we may now see, in looking upon the results of the sectional agitations of the immediate past, indications of the commencement of a new era for the South—an era singularly marked with home progress. Southern men begin to appreciate and to love the South.

The springs and popular watering places and mountain retreats of the Northern States are not now crowded as in past years with families from the South, but amid her own sublime mountain scenery, by the health-giving waters gushing out of the hillsides, and in the beautiful hamlets along her own seacoast, they are gathering freshness and vigor, enjoying rustic pleasures and relaxation; and, the contrast between the formal show and the hollow-heartedness, the petty intrigues and the perpetual annoyances of the former, and the quiet ease, the careless abandon, and the habits of home-life of the latter, will secure the future course of summer travel for the South. Every month the steam-train penetrates some new Southern valley, or reaches some unexplored and romantic mountain region; opening up new retreats for health and pleasure for our citizens in their own sunny clime, and within the influence of their own social institutions.

In this manner, identify with home the Southern men of wealth, who have means and opportunities of spending half of the year abroad, and we shall soon have less of the investment of surplus capital in the enterprises and property of the North, and the advantages presented in the Southern States for new modes of industry will gain overwhelming prominence. But this is one of the least indications of Southern preparation for progress.

Southern railroad schemes and manufacturing property begin to attract accumulated capital. Agricultural societies, parish, county and State, have awakened an unusual interest in the improvement of agriculture, and the excitements and uncertainties, the expense and the trouble of free labor accumulating faster than production, contrasted with that relied on at the South, are harmonizing opinions upon the great social problem that centuries have hitherto unsatisfactorily essayed to solve.

The observant eye will see sufficient in the current of events to excite hope in the future of the South—not that she is soon to unite to cast off the bonds of the Union, or to grow vexed with the wild tossings of popular sectional excitement—she is wearied of such useless and dangerous agitation—but that the work of true development has commenced; that the current of thought and feeling is changed, indicated, it is true, at present, by the drift of the straw, but certain erewhile to sweep along in the new direction with the resistless power of our own mighty Mississippi.

Our cotton plantations are to become thread factories, for genius has furnished the machinery that will produce a mightier revolution in plantation economy than did the invention of Whitney itself. The cost of producing the raw material is likely to be lessened, and the amount to be in the future increased by the still later invention of the cotton-picker.

Everywhere in the South there are earnest thinkers and laborious workers, who are pressing home development, analyzing, recombining and urging the great idea, in all its length, breadth, and in every aspect in which it can interest the minds of her citizens, and the result is sure.

2.—THE SEA ISLANDS OF SOUTH CAROLINA.

The following beautiful account of the Sea Islands of South Carolina, which we have so often visited, and where so many happy days of our life have been spent, and of the inland passage between Charleston and Savannah, is from the pen of the English poet and traveller, Mackey:

From Charleston to Savannah by sea is a distance of one hundred miles; by land—there being no railway communication except by traversing two sides of a triangle—the distance is about two hundred. A direct coast railway is in course of construction; but at present most travellers, except those who are very bad sailors, prefer the sea passage. As I had already gone over a considerable portion of the land route, through the pine forests of Georgia and S. Carolina—

Where, northward as you go,
The pines for ever grow;
Where, southward if you bend,
Are pine trees without end;
Where, if you travel west,
Earth loves the pine tree best;
Where, eastward if you gaze,
Through long, unvaried ways,
Behind you and before,
Are pine trees evermore:—

I preferred the sea, as offering more comfort, as well as more novelty, than the land route. No traveller in America, unless he be very much pressed for time, or have special reasons for the preference, will travel by the miserable railroad if he can get into a steamer. The steamers are as invariably good as the rail is invariably bad. Taking my passage in the tidy little boat, the *St. Mary's*, bound for the *St. John's* river in Florida, and touching at Savannah, I found myself in comfortable quarters. The crew consisted entirely of negro slaves; the only white men on board, the passengers excepted, being the captain and the clerk. There are two routes to Savannah by sea—one the outer, and one the inner route—and the *St. Mary's* being more of a river than a sea-boat, only ventures on the outer passage when the weather is calm. This being the case on the day that I trusted myself on board of her, we made a

short and pleasant passage, leaving the harbor of Charleston at nine in the morning, and arriving at Savannah before seven in the evening. It was not until we arrived at the mouth of the Savannah river, and began to steam up for eighteen miles to the city, that the scenery offered any attractions. On each side was a low, flat, fertile country, with reeds twenty feet high—the summer haunts of the alligators—growing upon the bank, and the land studded with palmetto trees, rice plantations, and negro villages. As the night darkened the blaze of a burning forest lit up the whole of the landward horizon, and gave lurid evidence that man was at work, and displacing the wilderness to make room for rice and cotton. The flocks of wild fowl upon the Savannah positively darkened the air, and, when the birds descended to feed or rest, it seemed as if black clouds, moved by their own volition, had taken refuge among the reeds and canes. The Savannah river divides the States of Georgia and South Carolina for a portion of its length. It is navigable for sea steamers only as far as the city of Savannah, and for steamers of a smaller draught as far as Augusta, the second city of Georgia, two hundred and thirty miles inland.

The mournful avenues of live oak, and the equally mournful glades that pierce on every side into the profuse and tangled wilderness, are all hung with the funeral drapery of the tillandsia. To those who have never seen this peculiar vegetation it may be difficult to convey an adequate idea of its sadness and loveliness. It looks as if the very trees, instinct with life, had veiled themselves like mourners at a grave; or as if the fogs and vapors from the marshes had been solidified by some stroke of electricity, and hung from the trees in palpable wreaths, swinging and swaying to every motion of the winds. Not unlike the effect produced by the tattered banners hung from the roofs of Gothic cathedrals as trophies of war in the olden time, or to mark the last resting-places of knights and nobles, is the effect of those long streamers pendent from the overarching boughs of the forest. Many of them are so long as to trail upon the ground from a height of twenty or thirty feet, and many of the same length, drooping from the topmost branches of oak and cypress, dangle in mid air. What adds to the awe inspired by the remarkable beauty of this parasitic plant is the alleged fact that wherever it flourishes the yellow fever is from time to time a visitant. It grows plentifully on the shores of the lower Mississippi from Cairo to New Orleans, and throughout all Louisiana, Alabama, Mississippi, Tennessee, Georgia, and South Carolina. In North Carolina it is not so common, and it disappears altogether in Virginia. In New Orleans it has been converted into an article of commerce, and, being dried and peeled, it is used instead of horsehair—which in this condition it much resembles—for stuffing mattresses and cushions for chairs and sofas.

As I had determined to return to Charleston by sea, I gladly awaited at Savannah the return of the *St. Mary's* from Florida. It was not until thirty hours after her appointed time that the little steamer, with her white captain and black crew, reappeared in the river. She had met with strong head winds at sea, and, the bad weather still continuing, the captain determined to try the inner instead of the outer passage. This arrangement was in every way to my taste, as it would afford me the opportunity of sailing through the countless and picturesque mazes of the Sea Islands. These islands extend from Charleston downwards to Savannah, and as far southward as the great peninsula of Florida, and are famous for the production of the fine staple so well known and esteemed in all the cotton markets of the world—from New Orleans, Mobile, and Charleston, to Liverpool, Manchester, and Glasgow—as the "Sea Island Cotton." In the summer this region is not habitable by the whites; but in the early spring there is neither fog nor fever, and the climate is delicious. Though the storm raged in the outer sea, the weather was calm, sunny, and beautiful as the *St. Mary's* threaded her way for a hundred and fifty miles through the narrow channels amid those low and fertile islands—some as large as the Isle of Wight, or the Isle of Man, others as small as the islets of Venice. At times the water-way was like that of a noble river, broad as the Mississippi, but without its currents; and at others not wider than the Regent's canal, or the New River at Islington. So narrow was it at times that we could have

jumped ashore from either side of the deck; but the feat, though possible, and indeed easy, was not inviting; for, had any one been frolicsome enough to do so, he would have found himself up to the middle, or perchance to the neck, in soft bog and swamp. We had often to twist and turn in places where it seemed quite impossible that a steamboat could pass, and the negroes had continually to push us out of difficulties by means of sturdy poles ten or twelve feet long—an exercise in which some of the passengers seemed delighted to take part. The tall rushes and reeds grew up to the height of the deck; and, had it been midsummer, we might have disturbed many an alligator as we wound our way, north and south, east and west, far into the bowels of the land, and then out again towards the sea, in this intricate navigation. Twenty times at least the *St. Mary's* seemed fast aground, and as often did stalwart negroes launch the ship's boat and row ashore, to affix a towrope to a stake left amid the long vegetation in previous voyages, to enable us to be manœuvred off again. The whole voyage was one constant succession of novelties of scene and adventure. From the deck we could look over a large expanse of country, studded with cotton-fields, with the white mansions of the planters, with negro villages, and with here and there a stretch of pasture land, in which the cattle were feeding. Amid the swamp the palmetto, sometimes singly, sometimes in clusters, raised its graceful branches; while on the higher grounds, and sometimes on the bank of the channel, were clumps of pine and evergreen oaks, all hung with the melancholy drapery of the tillandsia. At one turn we came suddenly upon a negro village, and several little "darkies," from the ages of three to ten, some entirely and others partially naked, who were upon a dunghill, set up a shout of delight at our arrival, which speedily brought forth the sable elders of the place, as well as the dogs, to take a look at us; the adults grinning and showing their white teeth, the dogs and children vying with each other who should make the most noise in our honor. Many of the planters' houses which we passed were large and commodious, and surrounded by groves of magnificent oak, cedar, magnolia, all evergreens, giving the place all through the winter the leafy attractions of an English midsummer.

There is throughout all this country a very considerable population engaged in the cultivation of its valuable staple—the Sea Island cotton; and the villages as well as country mansions were numerous as we passed. Here, for four or five months in the year, the planter lives like a patriarch of the olden time, or like a petty despotic monarch, surrounded by his obedient subjects, with a "oikonomos," or overseer, for his prime minister, who on his part is condemned to endure the climate the whole year, that the slaves may be kept in order, while the master himself hurries away with his family to the far North—to New York or to Saratoga, and very often to London and Paris—to spend the abundant revenues of his cotton crop. We passed one considerable town or city, that of Beaufort, the capital of the Sea Islands, and pleasantly as well as imposingly situated; and then, steaming through the broad channel of the Whapoo, reached Charleston, after a long but by no means disagreeable passage of forty-eight hours.

3.—PROPERTY IN INTELLECTUAL LABOR.

THE present laws respecting the duration of copyright in the various European nations are as follows: In our own country, the copyright lasts forty-two years absolutely, for the author's life, and seven years after his death. In Greece and in Sardinia it lasts only fifteen years from the date of publication. In the Roman States it extends to twelve years after the author's death. In Russia it lasts for twenty-five years after the author's death, and for ten years more if a new edition has been published in the last five years of the first term. In Belgium and Sweden it has twenty years after the author's death, with a provision; in Sweden, that, should the representative of the author neglect to continue the publication, the copyright falls to the State. In France it lasts for the benefit of children or widow (that is, to the widow if she be, what is called in France, *en communauté de biens*, a peculiar arrangement in French marriage settlements, which establishes between husband and wife a perfect community

in each other's property) thirty years after the author's death, but to other representatives only ten years. In Spain it lasts fifty years, reckoning from the author's death. In Austria, Bavaria, Portugal, Prussia, Saxony, the Kingdom of the Two Sicilies, Wurtemberg, and the States of the Germanic Confederation, it lasts thirty years from the author's death, to all his heirs and assigns without distinction; and in Denmark, till so recently as 1858, it lasted an indefinite period, provided the work was kept in print; now, however, it is restricted to a period of thirty years after the author's death, with a provision that a republication by others is permitted when five years have elapsed in which a work has been out of print. In the United States copyright lasts for twenty-eight years, and an extension of fourteen years is granted to the author, if he lives, or to his widow, children, and grandchildren. With regard to lectures, sermons, &c., the law of France appears to be that professors and preachers have the sole right of reproducing their lectures and sermons in print, but that advocates and political speakers, while they alone have the right to publish their speeches in a collective or separate form, cannot prevent their being published in the journals of the time as news. A knowledge of these facts will prove of great assistance to all who may have to discuss or consider the subject of international copyright. The general inference to be drawn from them is that all countries appear, by their various restrictions in time, to consider that there is no indefeasible or perpetual right of property in the production of the brain.

4.—ARE THE CAMELS COMING!

We hope so. The first experiments are so eminently successful that we argue their continued prosecution. It is said that the best camels are to be procured in Arabia, and it is found that even in the northern parts of Persia, where it is cold, that the dromedary soon becomes acclimated.

The trip of Major Wayne and Lieut. Porter to the Crimea was highly interesting, but particularly in enabling them to see the "Bactrian camel," the only place easily accessible to them, where they could have seen it. They are magnificent looking creatures, and far superior in size and appearance to the one humped camel, though not so well adapted for hard work. Those seen, on this trip, were in fine condition, even after having passed through a hard winter, living as best they might, and exposed out of door to all sorts of weather. Their humps had in some instances been smashed down, owing to improper loading, but it did not seem to impair their efficiency. Lieut. Porter saw them working in a cart, and otherwise, but not in such great numbers as the other camels, which was evidently much more rapid in its motions, but not so strong.

There will be little difficulty in finding good camels hereafter. All of Asia Minor as far south as thirty-five degrees of latitude, and as far east as forty degrees of longitude, abounds with them and can be easily reached. Their appearance depends very much on how they are treated. The Egyptians, the most inconsiderate camel masters in the world, have the most wretched looking beasts, while the Turk, more humane in his disposition, keeps his flock in fine order. In our country they would be of such value to any farmer south of thirty-six degrees, that they would be fostered with the greatest care. A horse is, in the United States, considered a valuable animal, but he will, in point of worth for labor, in no way compete with a camel.

It will be an easy matter, at any time, for farmers to import a pair of them from Smyrna. The whole cost will not be much more than three hundred dollars each.

5.—ANATOMY OF PROPER NAMES.

Mr. N. J. BOWDITCH has recently published a very quaint but labored work upon the subject of proper names.

As a specimen of the curious classification of the author, we extract the following chapter of Remarkable names; from Life and Death, Love and Fear, &c.:

The names of persons, Christian and surname, form a very curious subject.

Our records furnish some most remarkable specimens of them both. At Queens-town, C. W., lives A. Mirracle. Life died out many years ago, though we yet have Mr. Living. Blot, the name of the distinguished French mathematician, is derived from the Greek word signifying "life." Coffins, Graves, Toomey, and Tombs are numerous. We have one Bier. Death and Slaughter had formerly some living representatives in our midst. Death, indeed, is one of our *oldest* families, (1679,) and is also found in Canada and at Cincinnati. A Mr. Death made a mortgage to the Life Insurance Company. Mr. Slaughter was a commander in our navy, 1849. Seven families of this latter name live in Philadelphia.

Todtleben, the name of the distinguished Russian general, means "dead-life." An English author, Ilive, wrote in 1730—3. A domestic in the home of my boyhood (Salem, Mass.) was named Mercy Deadman. A Mr. Deadman lives at Delaware, C. W.; Mr. Dyde, at Montreal. There is a living Corse at Duxbury, Vt. Mr. Corse, of Burlington, Iowa, subscribed for Agassiz' work. No less than five families of that name are found in Montreal; and families of Corse exist in England. Mr. Mors is a graduate of Harvard. In the New York Directory are families of Todt (German for "dead,") Corse, Deadman, and Deady; also Dumsaday (i.e., "day of judgment.") Mathew P. Deady is Associate Justice of Oregon (1856); and a Mr. Deady lives at Streetville, C. W.; Mr. Buryhill, at Exeter, C. W. Bonehouse is found in Philadelphia (a name which seems equivalent to a grave); also families of Corse, Corsey, Mort, and Tomb. Mr. Mumma is Chairman of a Committee of the Pennsylvania Legislature, October, 1857; and this name is also found in Dumbo, C. W. Hannah Births was married at Woburn in 1649. Natale is found in our Directory, and only one Lazarus. Six families of Lazarus, however, appear in Philadelphia.

The spirit of Devotion may yet be seen in our city churches, and his house is standing in an adjoining town; but he is no longer visible, in the flesh, "on 'Change." One Scripture had a suit in our Supreme Judicial Court, 1855; and this name, indeed, is very common in New England, being sometimes spelled Scriptor. There are, I hope, still many families of Love among us; but with a single exception, they now walk about under another nomenclature. Once they even gave names to our streets. Thus, Tileston Street was originally Love Lane. It also became a Christian name, here and elsewhere, among the descendants of these ancestors. Love Rawlings owned real estate at the North End. In the Cathedral Church of Peterborough is a monument to John Loving, who died 1781. Some of our best illustrations of Irish character are from the pen of Samuel Lover. I do not find Cupid as a Christian name; but I do find Lovey and Venus. We have Mr. Amor Hollingsworth; and Amory is one of our first families. Mr. Amoar was lost in the *Central America*, 1857. In New York, I find families of L'Amour, L'Amoureux, &c.; and, in Philadelphia, there are twenty-seven families of Love. Fear, I believe, has never been a surname among us; but we have Mr. Fearing; and Mrs. Fear Bourne was a landholder. Mr. Fear lives at Elmira, C. W.; and Mr. Fearman, at Hamilton, C. W. We have among us the surname of Hope, which is a name of great note in England.

There was an interesting family-group, the members of which respectively rejoiced in the names of Cord Cordia, Cord Wing, Fathergone Dinely, and Dinely Wing. One of our thoroughfares was *Hog Alley*; but perhaps some will be surprised to learn that a Mr. Pighog appears in an early volume of our records. Jonathan Pigg, of Dedham, is a party to a deed in L. 78, f. 66. We have also Hoggeridge (1674,) Hogsflesh (1657,) Farrow, Hoegg, Hogg, Shoats (L. 90, f. 230,) Swiney, Ham, Hamm, Bacon, and Brine. Choate, though a distinguished, is not an imposing name. It is, perhaps, a corruption of Shote, a young pig; which name still exists in England. From a late review, we learn that a former pope had a name signifying Hogs-mouth. The poetic wreath encircles the brow of a Scotch Hogg. When an action was called into court not long since, a smile was produced by the announcement, that Mr. — appeared for Gammon. Another Mr. Farrow is a barber at Lewiston, Me. Mr. Lard arrived here in the *Star of the West*, from Panama, October, 1857; and a Mr. Lard lives in Philadelphia. John Wallower & Son received a government

contract for whiskey in Boston and New York, May, 1857. The name of Swillaway occurs in our Middlesex records, being probably a corruption of Silloway. Thomas Bristleham, of Roxbury (September, 1857,) shows a most swinish taste in nomenclature. In New York live families of Hogs, Sties, Swilling, Swain, and Swiney. Mr. Hog, of that city, sells *liquor*. Mr. Hogben (Hogpen) lives at Toronto, C. W.; and Wallowbury, Hogwood, Hams, and Shoat, at Philadelphia. Hogmire is a common name in Livingston county, N. Y.

6.—WHERE THE BIBLE'S GO, AND IN WHAT LANGUAGES.

From the forty-second Annual Report of "The American Bible Society," it appears that during the last year the number of volumes issued was 712,045, making a total since the formation of the society of 12,804,014. The following table shows the number and variety of books issued during the year:

English Bibles.....	289,878	Portuguese Testaments.....	3,584
English Testaments.....	346,800	Portuguese and Eng. Testaments....	323
Testaments and Psalms.....	44,304	Hebrew Bibles.....	263
Great Primer Psalms.....	6,877	Hebrew Testaments.....	29
Volumes for the Blind.....	528	Hebrew Psalms.....	98
German Bibles.....	12,886	Polish Bibles.....	6
German Testaments.....	28,016	Polish Testaments.....	24
German Testaments and Psalms....	212	Gaelic Bibles.....	2
German and English Testaments....	6,651	Gaelic Testaments.....	4
French Bibles.....	1,383	Syriac Bibles.....	3
French Testaments.....	3,145	Syriac Psalms.....	2
French and English Testaments.....	557	Latin Bibles.....	60
Italian Bibles.....	143	Greek Testaments.....	118
Italian Testaments.....	493	Arabic Testaments.....	4
Swedish Bibles.....	536	Russian Testaments.....	37
Swedish Testaments.....	24	Indian Scriptures (parts).....	203
Swedish and English Testaments....	1,208	Chinese Testaments.....	45
Welsh Bibles.....	980	Finish Testaments and Psalms.....	2
Welsh Testaments.....	718	Septuagint.....	45
Welsh and English Testaments.....	890	Choctaw Old Testament.....	2
Danish Bibles.....	1,267	Choctaw Testaments.....	304
Danish Testaments.....	24	Grebo Testaments.....	14
Danish and English Testaments.....	1,410	Acts in Arrawack.....	3
Irish Bibles.....	10	Mpongwe Gospels.....	5
Irish Testaments.....	19	Hungarian Bibles.....	20
Dutch Bibles.....	197	Hungarian Testaments.....	20
Dutch and English Testaments.....	585	Bohemian Bibles.....	52
Spanish Bibles.....	1,552	Bohemian Testaments.....	55
Spanish Testaments.....	3,970	Reprint of Reports.....	1
Spanish and English Testaments....	245	Hawaiian and English Testaments...	926
Spanish Gospels and Acts.....	1	Ojibwa Testaments.....	161
Portuguese Bibles.....	2,419		

7.—WHAT SOUTH AMERICA WAS IN 1855.

States and Countries.	Area of square miles.	Total Population.	Pop. to sq. miles.	Total Commerce.		Capitals of States, etc.	Pop. of Capitals.
				Exports.	Imports.		
Venezuela.....	426,719	1,861,886	3.19	\$5,405,270	\$4,994,244	Caracas.....	58,806
New Granada.....	521,948	2,417,819	4.63	1,929,850	6,102,788	S. Fe de Bogota.....	45,000
Ecuador.....	237,638	691,967	2.41	2,490,689	2,486,706	Quito.....	65,000
Brazil.....	2,978,400	7,060,900	2.37	50,998,827	50,104,442	Rio de Janeiro.....	266,000
Guyana, British.....	96,114	139,219	1.45	7,026,661	4,582,491	Georgetown.....	25,500
Do. Dutch.....	59,765	69,186	1.16	1,150,841	835,024	Paramaribo.....	20,000
Do. French.....	27,500	27,842	1.01	5,239,672	4,927,825	Cayenne.....	5,000
Bolivia.....	473,298	3,836,126	4.91	8,927,338	3,721,969	Chuquisaca.....	96,000
Peru.....	498,726	3,266,697	4.54	16,880,309	9,087,894	Lima.....	100,000
Chili.....	249,952	1,489,126	5.76	19,180,589	25,988,925	Santiago.....	78,000
Argentine Confed'n.....	590,789	1,106,600	1.79	15,240,986	11,894,698	Parana.....	6,000
Buenos Ayres.....	127,681	361,926	2.83			Buenos Ayres.....	100,000
Paraguay.....	73,106	306,609	4.25	777,457	585,523	Asuncion.....	12,000
Uruguay.....	78,588	157,983	2.14	8,791,305	5,895,212	Montevideo.....	14,000
Patagonia, etc.....	281,927	100,000	0.35				
Falkland Islands.....	6,297	3,145	0.50	95,217	105,311	Port Stanley.....	500
Grand Total.....	6,767,401	19,885,689	2.93	\$145,219,350	192,756,227		

8.—GEORGIA SCHOOL BOOKS.

WHILE the youth of our city are diligently employed in the schools in studying the history of other times and other countries, we have few books, that are readily accessible, that afford teachers of scholars any knowledge of the early history of Georgia, or of this particular portion of our State.

The labors of McCall, Stephens, Sherwood and White, as well as the efforts of the Historical Society of Georgia, have measurably contributed to rescue our early history from the oblivion which threatened it, but for all that, we have no books in our schools that the young can obtain much Georgia information from, except the knowledge that "Georgia is one of the original thirteen States, and has a very large swamp known as the Okefenokee, where immense rattlesnakes can be found."

We have had conventions of teachers in Georgia, year after year, and our legislature has had the subject of education before them at almost every meeting of their body, since the formation of our State government, and yet we have no Georgia school books. We depend upon Boston publications for our primary spelling and reading books, and for our geographies, and there can consequently be no surprise expressed that our youth grow up with a knowledge of the fact that "immense rattlesnakes can be found in the Okefenokee swamp," but with very imperfect geographical or historical information about Georgia.

The youth of the State should have books to read that are at school, written and printed in Georgia—books that will give them some information of the early history of their State, and that contain eloquent and patriotic, as well as moral and religious emanations from the gifted pens of some of our ablest writers.

There is a large sum paid out from the taxes collected to sustain our free schools, and although we have not the figures before us, we presume there must be at least fifty thousand children in the State who are entitled to the benefit of the poor school fund. It should be a command of the law that all these schools should use Georgia school books; and the demand thus created would fully sustain a publishing enterprise to supply such books.

The great trouble heretofore has been to find a market for such publications. The competition of Boston school book publishers, and the indifference of teachers, have kept down publishing enterprises in Georgia; but it is time for the people to determine on a reform, and for the legislature to adopt decided measures in the right direction.

This is the policy we believe that will engage the hearty co-operation of the press, and we trust of every native and adopted citizen of the State. If the press, and the people generally, will "keep this ball in motion," Georgia schools will be supplied with Georgia school books within a year from the present time.—*Constitutionalist*.

9.—SLAVERY IN TEXAS.

THE Galveston Civilian scouts at the idea, which has been extensively propagated, that there is danger of a Free-soil feeling growing up in Texas from the alleged preponderance in portions of the State of European emigrants, and the increasing numbers which are coming in. The Civilian replies by quoting the statistics of population, showing that, in 1850, with the exception of persons of Mexican parents born in Texas, the entire population of foreign birth in the State was only twelve thousand, or twelve and a half per cent. of the people of the State. Since then, the immigration from Europe has not exceeded five hundred per annum, including men, women, and children. The deaths among the original number are estimated to have equaled the arrival, and it is pronounced to be doubtful whether the number of persons of foreign birth in the State is now as great as it was ten years ago, while the increase in her population from immigration from other States of the Union has been at least four hundred per cent. It is said, in addition, that the foreign born population have never shown any disposition to change the policy of the State in regard to slavery.

There has been, on this showing, a very unnecessary fear generated out of very scanty materials.

10.—ASIATIC SLAVE-TRADE.

WHILST so much "noise and confusion" are being made about the African Slave-Trade and Slavery, it does not concern *philanthropy* it seems to look at all to Asia or to Europe. The Augsburg Zeitung refers to the fact, and handles in particular, without gloves, the English who are making such pretensions of holy zeal in the cause of enslaved humanity.

About five thousand children are stolen and sold annually on the coast of the Red Sea, the greater part girls of the interesting and beautiful tribe of the Gallas, ruthlessly hunted down by the Christian and Mohammedan Abyssinians, who are accustomed to pay for their imports with slaves.

As the Donakil as well as the Somali have considerable colonies in the free port of Aden, and since for the protection of the business of the Parsees and Banyans, English cruisers are plenty along the African coast from Tudjorra Bay to Meht, the slave-trade has become very difficult from Berbera, Zeyla and Tudjorra, and the traders are now driven round by Massavah, where the Turkish Government, in the teeth of the Tanzimat, has sanctioned the trade by a duty of \$10 50 per head; \$7 50 for duty; \$2 50 for a certificate of payment (*raftieh*), with which the slave can be landed free in Arabia; and \$2 50 which goes to the Kaimakam under the name of brokerage (*delala*). Half the revenue of Massavah and Suakin is derived from the slave-trade.

Beside this there are about three thousand negro children taken to Arabia from the Sonchel coast. The duty levied in the Arabian ports is not uniform; in Locheia, for example, it is \$1 25 per head for negroes and \$4 00 for Gallas, while in Jiddah it is 12 per cent. ad valorem.

The Kaimakams of Massavah and Suakin, are always overrun with orders for Galla girls from their superiors in Jiddah and Constantinople, and every dove must be brought before them before it can be exhibited in the market. For such as they select, the Kaimakams pay of course whatever they please, and the trader dare not remonstrate.

The Egyptian authorities have always been very lax in their execution of the laws against the slave-trade, and have allowed vessels from Jiddah to land their cargoes of slaves freely at Djeb Tor, from which place they can be taken to Cairo without interference. This branch of trade seems to be kept away from Suez, so as not to offend the European Consuls there, but not at all out of deference to the Tanzimat; for only last Spring we saw, on our journey in Upper Egypt, slave passengers coming from Khartoum on Nile boats. Still, the shamelessness of the slave-trade at Djeb Tor did at last excite so much attention that the Egyptian Government could not wholly overlook it. A few cargoes which were sent back to Jiddah last February sunk the price of human flesh there by a third.

We have never seen in Egypt or on the Abyssinian coast a young slave under an overseer; slaves are used by the Mohammedans along the Red Sea, not for labor, but for pleasure, pipe-bearing and coffee-serving. Girls are worth more by a half before they have attained the age of puberty than afterward, when they are called *balia*, and when they are eighteen or twenty years old they become entirely unsalable. Their value is also increased by clearness of color and straightness of hair. Galla girls of a clear brown color and straight hair are called *sidama*, and bring the highest prices, although they have the name of being proud and disobedient.

The slave-trade in the Red Sea is exclusively in the hands of the Hadrami merchants, who are as enterprising as they are fond of travel; they are found in all the principal marts of the English and Dutch East Indies, as well as in the Turkish emporiums in the Mediterranean. With them, as with the Savoyards and Auvergnese, the love of home is not less strong than the desire to accumulate, which is an effectual preventive, not less of liberality than of dissipation. It is the Hadrami, especially, who have excited the fanaticism and Know Nothingism of the Arabs in the Red Sea, in order to keep their markets closed as long as possible to the dreaded opposition of the Greeks and Franks.

Hadramaut, they tell us, was the house of the antediluvians, and they still

show the grave of one, whom they call Huth. The Hadrami forbid Franks and Turks from entering their country, and consider no country or city, where these hated foreigners rule, as anything more than a mere temporary stopping-place. Like all Arabs, the Hadrami marry early, and never does one leave his country without having first formed his household, which he supports from his savings abroad, and visits as often as his affairs permit, until he finally retires from business. Of course, no Hadrami grass-widower dare bring back children with him, or, what would be worse, wives; so, in a pious way, to satisfy his physical desires, his domestic quiet, his finances and his religion, he devotes himself to the slave-trade.

Like the Abyssinian slave-dealers, the Hadrami misuse girls from the age of eight. The Hadrami libertines seldom keep them longer than two months, for fear of lessening their value too much; and so these unfortunate, innocent victims of lust pass from hand to hand, and from one port to another, until, as perfected harlots, they come at last on the shore of the Mediterranean into the possession of the easily-pleased Turks, where their wanderings cease, and their premature old age ends in death or the life of a procuress on the streets.

The negro children of the Soachel coast are used more for work than for pleasure; they therefore fare much harder than the Gallas, subsisting only on the remains of the frugal repasts of the Arabs, and being subject to frequent punishment.

The voyage from Zanzibar to Jiddah generally occupied six weeks. The bad fare and the cold nights, particularly toward the end of the voyage, engender diarrhea and skin diseases, to which the small-pox is frequently added. The dealers count on an average loss of a third of their slave cargoes. The freight on a negro child with provisions, consisting of coarse dourra bread and dried fish, costs \$2 00, reckoned, however only on the survivors. The average price of negro children on the Soachel coast is \$10 00, which the mortality on the voyage raises to \$15 00; the duty in Jiddah is 12 per cent. on the market price, some \$5 00; the brokerage \$1 00, and as much more for the expenses of selling, which brings the cost of the slave in Jiddah to about \$23 00. The average price of a sound negro child in Jiddah is about \$40 00. A third of the survivors, who have been injured more or less, are of course below this price; so the profits, under favorable circumstances, are some 50 per cent. Twenty years ago negro children could be had on the Soachel coast for \$5 00, and were then worth so much less in Jiddah.

Negro girls, if not particularly well formed, are worth but little more than negro boys; while Galla girls are worth half more than boys of that tribe. It is not easy to estimate the average price of Galla slave girls, for there are some who are sold as high as \$600 or \$800. It would be prudent, perhaps, to fix the average price of such girls in Jiddah at \$75, and of the boys at \$50; in Massavah at \$60 and \$40, and in Adua, the principal city of the Tigreh, at \$30 and \$20, and only half that among the robbers in the far southwest of the country; for this forcible, unnatural emigration of young children is not effected without great sacrifice of life. When once they are on the coast, the mortality ceases, as the further journeys take but little time, and there is always between them a shorter or longer rest at the seaports, where the Galla slaves are better fed, clothed and housed than the negroes, and seldom if ever abused, since they are easily driven to suicide.

Many slaves are captured in razzias, which the Christian chiefs frequently make, without any other cause, into the territory of the harmless Gallas; but yet no private Christian in Abyssinia is ostensibly a slave-trader; that business is given over to immigrated Jews, Greeks or Armenians. This moderation, however, of the Abyssinian Christian must not be ascribed to any religious or humane motives. Fear of violence and confiscation, based on many bitter experiences, has, since the Mohammedans have taken possession of the coast, deterred the Christians of Abyssinia from the coast trade, and it is now open only to such as have gone over to the new faith. The Turks in Massavah and Suakin are neither able nor willing to remove all the causes of this fear, and the Frank is still compelled to pay for an escort over the territory of these barbarians, if he would go safely.

A third of the population of Abyssinia are Mohammedans, and both parties, the Neguz Taddrus and the Negussi, fear that if they abolish the slave-trade, it will attach the Mohammedans to the other.

Mohammed made the slave-trade a means of spreading his religion. Already several tribes of the Gallas have been converted to Islam by returned slaves. Every Mohammedan slaveholder considers it his duty to teach his new slave the formula of his faith. As soon as the slave can say this by rote, he is satisfied; the slave is a Moslem.

As the Catholic Church refuses to sanction marriages between believers and unbelievers, so, and with yet greater rigor, does the Book of Books—the Koran— forbid marriage, that is, the purchase of a wife, or what is the same thing, a slave, between a believer and an infidel. The Turks, who are not so precise upon this point of orthodoxy, winked at such alliances between the Greek merchants of the Red Sea and their Mohammedan slaves, to the great dissatisfaction of the true believers, who, even at the massacre of Jiddah, did not forget the guilty female slaves of the Greeks, and brought back by purchase into the bosom of their church a child two years of age, the offspring of such a union.

The Turkish Government in Arabia some time ago declared that if the prohibition of the slave-trade decreed two years and a half ago were enforced, it would excite a rebellion in Suakin and Massavah. But that was only a subterfuge, for the Turks are quite as much opposed to the abolition of this traffic as the Arabs. Both Massavah and Suakin lie on small bare islands, neither of which has more than 3,000 inhabitants. In January last, Massavah had two companies and 250 Bashi-Bazouks in garrison, with two field-pieces, which of course could not have been needed to overawe the inhabitants, but to secure the respect of the Shohos and their Naib.

Half a dozen revenue cutters, distributed between Perim, Massavah and Suakin, would be quite sufficient to break up the slave-trade between the Asiatic and African coasts; and if measures as strong as those taken against the slave-trade on the western coast of Africa were taken on this coast, no skipper would dare to take on board an unwilling sailor, not to speak of a slave cargo; for the idea of an Arab vessel running away from an English cutter is simply ridiculous.

Like all other Orientals, the Arabs forget nothing and learn nothing; humanity can be taught them only by force, and if but a tenth of the force and perseverance were applied to this object, which the English have wasted on the west coast of Africa for the suppression of a similar but far less reprehensible traffic, and are not yet weary of wasting, not only would the regeneration of the Christians of Abyssinia be hastened, and the woes of the harmless Gallas be prevented, but even the fanatics among the Mohammedans would be shown by the suppression of this "domestic institution," hallowed to them by time and revelation, that their Book of Books, and all its commentaries, is destined to yield before the advancing civilization of the Franks, as some dim prophecies among them already intimate.

The English subjects and protégés, without exception, in the Red Sea, have male and female slaves; that is certainly the case with Consul Plowden, who, as we heard from eye-witnesses, has both in Massavah, at his residence on Lake Dembea, in his extensive household. The Banyans, who have settled in the seaports of Yemen, all British subjects, own many coasting vessels, the crews of which are mostly slaves. Moreover, these vessels are used without concealment for the transport of slaves, as we are ready with the names to show, while these hypocritical and fanatical believers in metempsychosis strictly forbid their Mohammedan captains to take freights of dried fish or hides. The late Consul of Jiddah, Mr. Page, was familiar with all this, but he knew how to spend his time better in trade than in the repression of such peccadilloes, which would have estranged his best acquaintances.

The English Government will show itself in earnest in the suppression of the slave-trade in the East, only when there, as well as in the West, it acts on the principle that "where there is no seller there is no selling." That this can very easily be done in the Red Sea, everybody who knows the country will certainly admit.

11.—THE MILLIONTH PART OF A SECOND.

CERTAINLY there is as much to wonder at in the following as in the successful execution of the ocean telegraph:

"The method of transforming the valuation of time into space by the rapid revolution of a cylinder, proposed by Mr. Fizeau has been applied to the measurement of the rapidity of nervous impulse. Such a cylinder, rotating a thousand times a second, and divided into three hundred and sixty degrees, may measure 1-360,000th part of a second; or rotating fifteen hundred times a second, 1-540,000th part of a second; and even this may be subdivided by a microscope so as to obtain the ten-millionth or perhaps hundred-millionth part of a second. By this extreme minuteness of subdivision of time, it is not difficult to measure even the rapidity of a nervous impulse. If an electric shock be given to the arm, it produces a sensation and a contraction of the muscles. Hence, by nothing, the interval of time between the shock and the contraction, the time occupied by the transmission of the sensation and the action of the brain, however quick, will be determined. By trying the experiment with different parts of the body, sensible differences have been observed, the shock applied to the thumb being one-thirtieth of a second behind that applied to the face."

12.—WESTERN STEAMBOAT LIFE.

GAMBLING on the Mississippi is a profession which is followed by hundreds, old as well as young. All sorts of combinations are formed by these gentry. They will come on board a boat from different points, and as apparent strangers, and after getting acquainted with the various parties, two or three will set down to a gaming table, with the object of merely killing time. Gradually, however, they will tempt the inexperienced, by drink and excitement, and then proceed to cheat and plunder them, as coolly as if they were engaged in some creditable employment. On one occasion a noted counterfeiter was discovered to be on a boat, when he was immediately put ashore, and at a point where the prejudice against counterfeiters was so great that they often hung them up without judge or jury. Life on the Mississippi is characterized by extraordinary scenes and incidents.

It is stated that on a recent occasion a clergyman was earnestly engaged in preaching to a considerable audience at one end of the steamer, while in the middle gambling was in busy progress, and at the other end of the saloon were music and dancing. Many of the boats are fitted up in the most magnificent style, and amount, in fact, to floating palaces. It often occurs that they are occupied by five thousand souls and upward. The cost of a cabin passage from New Orleans to St. Louis is about \$20. That of a deck passage is, of course, much lower. All the leading towns and cities are stopped at, and thus constant changes take place in the inmates of the boat. In some cases large profits are realized. Thus, a few weeks since, a steamer that sailed from New Orleans to St. Louis had a freight list that amounted to \$40,000 in addition to the receipts of the passenger money and the bars.

The quantity of wood that is consumed is immense; it ranges sometimes as high as two hundred cords a day. The scenes of "wooding," especially at night, are full of excitement. It sometimes happens that nearly every nation on the face of the globe has its representatives on board of one of these steamers. The travel up and down the river amounts to tens of thousands per annum, while the freight that passes inward and outward may be estimated in value at millions. A friend from whom we gather these facts informs us that a short time since he had occasion to travel from New Orleans to St. Louis, and a day or two after he was on board the boat he became acquainted with a modest and unassuming young gentleman, whose manners were so mild and conversation so intellectual, that he supposed he was a young lawyer, a physician, or, perhaps, a student of divinity. The next day he discovered that he was one of the most accomplished gamblers of his age in the western country.

13.—THE VALLEY OF THE COLUMBIA—OREGON AND WASHINGTON TERRITORIES.

THE *Alta California* of July 26th has an encouraging article upon the future prospects of OREGON and WASHINGTON, in which Territories the present gold discoveries of the Frazer river at the North are tending to produce immediate developments that will turn public attention in that direction. We extract the main portions of the article:

"Temporary misfortunes often lead to great and beneficial results. Reverses frequently prove blessings in disguise, a belief based upon facts and experience, and often enunciated. So the grand excitement about the golden deposits of New Caledonia, should it end only in disappointment to the mere gold dust seeker, will eventually prove beneficial to the great interests of this Pacific side of the continent. So, too, the defeat of Col. Steptoe, aside from the temporary inconvenience, loss of baggage, and death of the brave fellows who fell upon that occasion, will be the immediate cause of a better day for Oregon and Washington Territories. And close upon that fight and defeat by the Spokans, the forced retreat and seven days' battle between the seventy-odd miners and hostile Indians in the Natchez country will make more certain the same result.

"It has long been believed by the best informed upon the character of the interior of Oregon and Washington that it contains a great extent of rich auriferous deposits. There have been two great obstacles in the way of fully testing and proving the correctness of this belief. The first is the mountainous character of much of that country, and consequent difficulty of access, and particularly of supplying provisions and other necessities; and, second, the far greater difficulty arising from the hostility of powerful and treacherous tribes of savages spread all through the country. The first could have been overcome had it not been for the second. This has heretofore almost completely prevented the acquisition of definite knowledge upon the gold question as applied to a greater portion of that vast territory. So that nearly, if not quite, all of that vast valley of the Columbia lying between the Cascade mountains on the west, the Rocky mountains on the east, the lower Columbia on the south, and the British possessions on the north, as well as the other great extents of country in those latitudes not included in the above boundaries, have remained comparatively unknown, and almost entirely so as to their capacities for paying remuneratingly the miner. It is true that the Colville region is partially an exception, for that has been proved to be rich in gold. But this knowledge was purchased at great risk and expense, the Indians making it as much as life was worth to attempt to develop the riches of the mines. Nevertheless, it has been proved that much gold does exist there, and to such an extent that some of the Hudson's Bay Company avowed that they have considered the mines of Colville and vicinity the richest of any of which they have had knowledge north of the lower Columbia river.

"Events have recently occurred which will soon lead to a thorough exploration of all that vast extent of wild country, and a complete prospecting of it in reference to its mining qualities. Some have already been referred to. The settlement of the Utah troubles has led to the policy of establishing stations, of troops through the country east of the Rocky mountains on the lines of travel to California and Oregon, and we have reason for believing that at least one regiment will be advanced from that territory into Oregon. This will make still more effective and serviceable the troops already concentrated there. Of these, seven hundred, under command of Col. Wright, are to leave Fort Walla-Walla on the first of August, to proceed northward through the Spokan country lying west of the Rocky mountains, to punish and subdue the Indians who defeated Steptoe, and they will probably go as far north as the Colville country, and establish a station there for the troops, should it be found practicable to furnish the necessary supplies. Three hundred other troops, under command of Major Garnett, are to leave the Dalles on the fifteenth of August, to march northward through the Simcoe and Natchez country lying east of the Cascade

range. It was there that the company of miners were attacked by the Indians and driven back with the loss of several of their number, but not before they had satisfied themselves, by prospecting all the way along their journey, that the country is rich in gold deposits. So certain of this were they that it is reported that many of them—those who had the means still left for a new fit-out—determined at once to organize a new expedition strong enough to whip the Indians, and take and hold the country for mining purposes. With three hundred troops as a nucleus, there need be no doubt of the success of this attempt.

"Thus the country from the Columbia to the Natchez pass, and thence to the 49th parallel, will soon be held by bodies of troops and armed miners, which will at once open this portion of the Columbia river valley to the enterprise of our people, and its full development will soon be rendered certain; for, in addition to the means of access from the Columbia river, the Natchez and Snoqualame passes through the Cascade mountains give an easy approach, with only eighty miles of travel from Seattle or Steilacoom, on Puget Sound. Through these passes the Indians make their journeys to and from the Sound, by thousands, on their fishing and trading excursions. There can be, therefore, no difficulty in supplying any number of troops and miners to the east of the Cascades with whatever is necessary for their support and the development of the country.

"The avowed discovery of gold by the miners above referred to need not be surprising, for it has been known for four years to exist throughout the country to the east of the Cascade mountains, from the vicinity of the Natchez Pass northward to Colville and extreme boundary of Washington Territory. The exploring and surveying expedition of Gov. Stevens proved this. Members of his party prospected on all the streams, and found gold wherever they went. Thus it will be seen that there is a good reason to believe that a comparatively new field for enterprise is about to be opened, with certainly great chances for very fortunate results. This whole section, the valley of the Columbia, four or five hundred miles in extent, north and south, and two or three hundred in breadth, has many natural advantages to invite settlement, and can be traveled eleven months in the year with safety and comfort, should the Indians be quieted, from the Columbia river to the British line, and even to the upper waters of Thompson river and Shushwap lake, with abundant water and forage all the way.

"Of course nothing but experiment, thorough and persevering enterprise, can fully decide the richness of the mines and the value of that country as an agricultural and grazing one. But if they prove satisfactory, upon which supposition of course all calculations of future prosperity are based, one of the finest fields for enterprise and industry will soon be opened there. It is well to look upon the hopeful side of all things, and especially when the indications of good are so plentiful. Unless we are too sanguine, it will be seen before a year passes that recent troubles and misfortunes have been means only of a bright dawn and glorious day."

14.—A COMFORTABLE ESTABLISHMENT.

A correspondent of the New York Independent thus describes the domain of the Duke of Devonshire at Chatsworth:

"The domain of the Duke of Devonshire would cover one of our largest counties. The park immediately surrounding the palace is eleven miles in circumference, and contains three thousand acres. The principal garden for vegetables, fruits, green-houses, etc., is twenty-five acres. There are thirty green-houses, each from fifty to seventy-five feet long. We went into three or four containing nothing but pineapples, ripe; others contained nothing but melons and cucumbers. One peach tree on the glass wall measures fifty-one feet in width and fifteen feet high, and bears one thousand peaches. It is the largest in the world. The grape houses, five or six in all, are six hundred feet long, and such grapes! We saw pineapples weighing ten or fifteen pounds each. One green-house had only figs, another only mushroom. But what shall be

said of the great conservatory filled with every variety of tropical plants? It is one of the wonders of the world. It covers an acre of ground, is one hundred feet high, of oval shape, and cost \$500,000. It is heated by steam and hot water pipes, which in all are six miles in length. The apparatus consumes six hundred tons of coal in a year. We saw banana trees twenty feet high, with clusters of fruit, sugar-canes, coffee trees, bamboos, and in short every tropical plant that can be named. Several of the palm trees are from fifty to sixty feet high. The smoke of the immense fire underneath is carried in pipes under ground to an outlet in the woods. The coal is brought in a tunnel six hundred yards under ground. One fountain throws a jet of water to the height of two hundred and seventy-five feet."

15.—WESTERN LANDS.

If the produce of the West constitutes its means of paying for goods, there seems, in some quarters, at least, to be hope for a large business. Chicago is the port of the West, if not the Continent, in respect of grain. From a dozen avenues converging upon her docks, grain pours in far above any former degree of magnitude. The low prices do not seem to retard sales, but the railroads from all quarters come freighted with produce that can be sold cheaper than the yield of any other lands. The receipts since January are as follows:

Receipts at Chicago, January 1 to June 15.

	1857		1858	
	Bushels.	Value.	Bushels.	Value.
Wheat.....	1,522,219	\$1,607,942	2,470,572	\$2,080,221
Flour.....	87,047	478,968	182,210	598,460
Corn.....	2,274,887	1,386,003	1,526,695	714,736
Oats.....	432,992	219,011	727,574	196,187
Total.....	4,317,145	\$3,691,924	6,007,051	\$3,589,604

The receipts of corn are less, but the aggregate shows a value of over \$3,500,000 exported in grain from Chicago in five months. This affords evidence that some payments are being made for goods, and may also indicate that, in view of the very slack state of the business this spring, the West may become a creditor to the East, and that the fall may witness not only a current of money sent West to pay for new crops, but to discharge balances for old ones. It is remarkable that so active an export business is kept up in spite of the wretched condition of the roads that the late severe rains must have occasioned. In this fact, we have an evidence of the practical benefits which railroads produce to whole sections of the country, and we are to keep in mind the means by which the most important of those works have been built, viz., by the use of the Government lands. There is now being made an effort to procure a law making the public lands free to all settlers. This project has been agitated for many years by persons who should know better. If the project had been adopted when first proposed, not only would the railroads not have been built, but the States themselves would not have been settled. We have, on a former occasion, called attention to the fact, that the 11,000,000 acres of land which the Government held on the line of the Illinois Central railroad at the time the grant of lands in and of that work was made, had been fifteen to twenty-five years in the market, open all the time to settlers free of money—that is to say, settlers could take land and hold it under preemption rights for years without making any payment. No one could be found that would have the lands, but persons now pay \$10 a \$20 per acre regularly for land they would not then touch for nothing. Why? because the railroad, by making them accessible to market, has made them desirable, and this never could have been done had the lands been free.

The settlement of all the Western States has been by means of speculation in lands, and all the fortunes in the West have been made by persons who have been attracted there by the land. Had there been no value in the land beyond what the settler's labor could extract from it, neither Cincinnati nor any other Western city would have been built in the present century, and the free States would have been in the minority.—*U. S. Economist.*

16.—THE RUSH TO OUR GREAT CITIES.

Not only the business, but the accretions to the population of our great cities, depend much upon the country. Thousands annually swell the tide of metropolitan life, who seem to prefer, amid its excitements, even a precarious subsistence to a quiet independence from rural employments. Crowds possess for them a species of fascination. The ceaseless ebbing and flowing of the great wave of humanity, thrusting fortune on one and desolating the hopes of another, presenting every variety of character and constant novelty of incident, like the influence of the chafing sea upon the mariner, causes the pulse to beat with throbs, and the heart to swell with pleasures inexperienced in their rustic homes; and the toils and temptations, the vicissitudes and vices, the solitariness and the self-denials, the discomforts and the diseases, incident to their new career of city life, seem even more than compensated by the gratification of that ambitious spirit of the young of the present day, to whom adventure is a passion and restlessness a habit.

But this tendency to rush to the great centres of population is a very serious evil. Fields, soliciting by their fertility the hand of cultivation to deck them with golden harvests, by this constant drain from the country, are left to lie untilled, while, in the overcrowded professions, trades, and even mental occupations of the city, youth often ripens into manhood, and manhood declines into age with hopes unrealized and sinews and muscles unstrung, fortunate indeed if the seductions of vice have not added criminality to the record of a useless life.

Great cities are beginning to be plague-centres in the social system. Debasement pleasures there have temples overcrowded with devotees; depravity finds cordial fellowship; and even vagrancy and crime have their haunts, in which the one brings no blush of shame and the other no word of reproach. The wrecks of manhood, the floating driftwood of society, are caught in the circling eddies of human life in our great cities, and, as filth generates a pestilence, so this congregation of all that is offensive to virtue corrupts the morality of society. While the influence they exert for good, as the centres of trade, of wealth and of intelligence, increases, their power for evil also grows. As they plume the wings of enterprise, or propel the wheels of progress, they also scatter the seeds of luxury and demoralization. If the reins of government are permitted to hang loosely, if gigantic measures be not adopted to enlighten the rapidly increasing thousands and to disinfect the seething pools of moral pollution, even the country will at length come to feel their deadly influence. Paris has grown virtually to be France, and other commercial centres are fast acquiring a similar position in regard to other rural districts.

Cannot this eager rush of population from the country to our great cities be partially arrested? Is no plan possible to satisfy the praiseworthy aspirations, the restless yearnings of the young men of the country for something better than the dull routine of mere physical toil, with the same unvarying face of nature ever before them, and no motive to stir industry but necessary wants, and no modes of action but those that buried generations have followed before them?

There are charms in uncultivated nature herself, if the eye were unsealed to perceive them, that cannot fail to enchant and chain him who has learned to commune with her to her fields, her valleys, her mountains, and her streams. Her woods are full of music; her fields exhale the perfumes of a thousand modest flowers; her waters ever glitter with the changing pictures of the skies; and even when darkness mantles the earth,

“———An airy multitude
Of little echoes, all unheard by day,
Faintly repeat, till morning, after her,
The story of her endless going forth.”

A more intimate acquaintance with nature should be cultivated among the youth of the country. A taste for inquiry in every department of natural history should be carefully nurtured. Our country presents a rich and almost unexplored field, and honors are to be gained as well as pleasures enjoyed in thoughtful investigation and acute observation.

Our country homesteads should exhibit new evidences of increasing beauty, instead of cheerless neglect. More attention should be given to the beautiful, and, perhaps, less to mere utility. Who, in passing through the country, has not often found the dwelling of a thriving agriculturist the most unsightly, and even the most uncomfortable building on the premises? Who has not left his good taste shocked with the barbarism that had swept away every vestige of trees and shrub, and had not even adorned the grounds with gardens or parterres of flowers?

There is more in a devotion to the beautiful than is generally supposed. A homestead that harmonises and improves the woodland among which it stands, ornamented in keeping with the scenery, spacious enough for all wants, with swaying boughs above and birds twittering among the branches, will work wonders in awakening a love of the country, and in cultivating manly sentiments. As Shakespeare happily says:

"There's nothing ill can dwell in such a temple;
If the ill spirit have so fair an house
Good things will strive to dwell in it."

Cultivate, then, to a higher degree, the taste of the young of the country; teach them that a life is too short to fathom the history of the minutest of God's animate works before them; make it felt that even agriculture is a science, though yet scarcely developed, and that new forces of production may be stimulated, and new sources of wealth be discovered by a study of nature's laws; and that restless spirit, which now drives so many from the country to swell the human tide in our cities, will find occupation that will produce rest. Let the dwellers in the country increase their social intercourse, and give more attention to country pleasures; and an attachment to the place in which the enjoyments of youth were felt will consecrate it as hallowed ground through all future time.

EDITORIAL MISCELLANY.

Report and Evidence in the Impeachment Case of Judge Watrous, of Texas:

Here is a volume of some fourteen hundred pages, which reaches our editorial desk, embracing the action of the Judiciary Committee of Congress in relation to certain grave charges instituted against the Hon. John Watrous, Judge of the United States District Court of Texas. The case is somewhat new in our legislative annals, and has occupied the almost exclusive attention of the Judiciary Committee during two sessions of the House of Representatives; in the first of which, a unanimous report, sustained by nearly nine hundred pages of printed documentary evidence, recommended the impeachment of that functionary; and, in the second, the Committee are equally divided—the names of the Hon. Miles Taylor, of Louisiana; Hon. Henry Chapman, of Pennsylvania; Hon. Charles Billing-

hurst, of Wisconsin; and the Hon. Geo. S. Houston, of Alabama, standing unqualifiedly in favor of impeachment; and this, too, notwithstanding the fact, which is apparent upon the record, that the credibility of the witnesses, in favor of the accused, was not allowed to be attacked.

We should not, perhaps, have taken any notice of this investigation, important as are its general bearings upon the institutions of the country, but for the active and prominent connection sustained in it by our immediate representative and friend, the Hon. Miles Taylor, of Louisiana, than whom there is not to be found a more just, acute, able, and dignified jurist in either branch of Congress, whom we would protect from the recent sweeping strictures of an editorial, which, much to our surprise, appeared in the columns of the *National Intelligencer*, being quite at variance with the usual course of that excellent Journal. In this article it is said:

"As charges affecting the character of a Judge are always grave in their nature, and, whether well or ill-founded, tend to impair the popular confidence in the integrity of our judicial tribunals, we think it is to be greatly regretted that they should be preferred on circumstances so slight or on evidence so conjectural as that which appears to have formed the only basis on which the Judiciary Committee of the House was called to act in relation to Judge WATROUS."

Now it is necessary to take issue with the *Intelligencer*, both in regard to the status of the Judiciary as effected by the chances of impeachment, and in regard to the nature and character of the charges and evidences as disclosed in this particular case, and in doing this, we have only to make a cursory examination of the matters disclosed in the volume before us.

It must be premised that, in our system of Government, the moral integrity of the Judiciary is a primary object of regard. Public sentiment demands that the Judicial power of the country should be reposed in the hands of men of character and moral principle; and nothing is more repulsive, as well to the opinions of our people as to the character of our institutions, than a dishonest Judge. It must therefore follow, that Congress, out of tenderness for the rights of citizens, should give every facility to the process of impeachment; and where a Federal Judge is brought before the House on charges sustained by a reasonable amount of evidence, or even by a general public opinion, within the jurisdiction of his court, it is the duty of that body to put him at once upon his trial, in the only mode known to the Constitution.

Judge Watrous presents the first instance in the history of the country of proceedings instituted to impeach a Federal Judge for corruption in the performance of official duties. He is accused, whether justly or unjustly, can only now be shown upon his trial, of "dishonesty," of "fraud," of the "prostitution of his office to private speculations and gain," and of "complicity in the use or procurement as evidence of a forged document." The charges against him have been approved on several preliminary inquiries, and are said to be sustained by a large public opinion in Texas. The case, too, is one not of to-day, but of long standing and notoriety, having been acted upon there several times by the State legislature of Texas, who, as early as 1848, requested the resignation of the Judge, and has

since then been repeatedly presented to the attention of Congress; and at the last session, the four members of the Committee above referred to, in their report, unite in accusing him of "speculating in immense tracts of land situated within his judicial district, the titles to which he knew were in dispute;" of "allowing his court to be used as an agent to aid himself and parties in speculation in lands;" of "sitting as Judge on the trial of cases where he was personally interested in questions involved;" of "participating in the improper procurement of testimony to advance his own and partners interest;" and of committing a series of "oppressions" on a citizen of Louisiana who had an important suit in his court.

Say we then not correctly, and ought not the *Intelligencer*, on a review of its opinions, to agree with us, that it is due to the country, under all the circumstances of the case, due to the State of Texas, due to the memorialists who accuse him, to the honor and usefulness of the Judge himself, if the subject of a conspiracy, as is alleged by his friends, that the charges against him should be speedily heard and determined in the only forum which is adequate to the vindication of justice in offences of this kind, or of the purity of the judicial ermine—the *Senate of the United States*? Were we a personal friend of Judge Watrous, and not as at present an entire stranger, we would urge upon him, by every consideration, to insist, as a matter of highest right, upon this hearing and determination, and to be satisfied with nothing less. In the army, where punctilious honor is known to reign, the mere breath of suspicion is sufficient to excite the keenest sensibilities of the accused, who at once, and without waiting for specifications, repairs to headquarters and demands the purgation of a court-martial. Can the honor of the military be nicer and more sensitive than that of the Judiciary? Let us hope not; and that what is stated in the annexed extract from one of our exchanges, will not prove in the result to be true. Says the *Lexington Kentucky Statesman*:

"In a letter written by Thomas Jefferson, and but recently published, we find he says that the United States Judges 'are beyond responsibility, impeachment being found in practice a mere scarecrow.' The result of all attempts to impeach Federal Judges, and particularly the procrastination in the case of Judge Watrous, of Texas, prove that this bold asser-

tion is but too true. It seems almost immaterial what the character of the offence may be, nothing less than the expenditure of the fortune and years of time of the injured party will suffice to attract even the attention of Congress."

We conclude our rather extended, but not unduly so, notice of this case, with a summary of the positions assumed, and the proposed grounds of indictment of the Judge as disclosed in the volume before us, and in the various memorials which have been presented, from time to time, for the consideration of Congress:

1st. That under the Republic he became concerned in an attempt to acquire title to a Salt Lake, (the Sal del Key,) which was reserved to the Government by the law which he has perverted in since his coming upon the bench, and for which he permitted suit to be brought in his own court.

2d. That he gave written opinions, both before and since his judicial career begun, to the effect, that titles begun and completed after the closing of the land office in Texas, and which are notoriously void are valid, and thereby enabled extensive and profitable frauds to be perpetrated.

3d. That in violation of a law, imposing a fine and other punishment for such conduct, he has been both directly and indirectly concerned in the purchase of several hundred thousand acres of forged and fraudulent land certificates, knowing them to be such, and has attempted to have them validated by made up suits brought in his own court, in which, had he succeeded, a cost would have ensued to Texas of more than twenty-five millions of acres of the public domain!

4th. That he has combined with other persons, residing both in and out of Texas, and has acquired secretly an interest in an eleven league tract of land, upon which suit was subsequently brought in his own court, and that upon the discovery of his interest several years afterwards, he changed the venue of that suit to New Orleans, and then, before it was tried, decided in favor of another eleven league grant which was embraced in the same concession, and claimed under the same forged power of attorney by which the grant he and those engaged in the combination with him, asserted title.

5th. That he has usurped jurisdiction in the Cavazos case, and has combined with certain parties, who conspired to defraud a party out of his interests in the town of Brownsville, and not only oppressed him as far as possible while the case was in his court, but successfully defeated his subsequent and proper attempts to obtain redress by appeal.

6th. That in a certain case, he ordered the arrest of the person and sequestration of the defendant's property upon an alleged contempt, from which there could be no appeal except to Congress, a course which the Judiciary Committee, of the 24th Congress, denounced as "irregular, unjust, and illegal, oppressive, and tyrannical;" and a moiety of the same Committee in the 25th Congress, after a new and most thorough re-examination, considered to be "unauthorized by law and intended to be vexatious and oppressive," the other moiety admitting that for certain reasons they had not been "disposed to inquire into its merits with care."

From Florida, Prof. Steuckrath writes again:

"The town of Quincy was laid out in 1825 by Dr. D. L. White, now a resident, about four miles from the courthouse. It has been celebrated for its schools, and also for the enjoyment of health. Northern invalids have chosen it in preference to a more exposed situation on the coast. Its distance from the capital is about twenty-two miles, and about forty miles from the Gulf of Mexico. St. Marks is its shipping point, although it has access to Apalachicola by the Apalachicola river, which is distant only twenty miles. The streets are laid out at right-angles, and the main streets are all eighty feet wide. The population is from one thousand to twelve hundred. The public buildings consist of a Court-house, Market-house, Methodist, Episcopal, and Presbyterian churches, the Academy premises, and Masonic Hall. The Court-house is a commodious and neat edifice with wings which contain fire-proof walls for the preservation of the records of the court. The business here is now limited, though formerly it was very large; upon which there are nine resident lawyers of fair reputation dependent. There are also six reputable physicians, whose practice extends throughout the county and adjacent country. Gadsden county is the principal tobacco region of the State. Large quantities of the leaf-tobacco, for wrapping cigars, are made in this county to the amount of from \$200,000 to \$300,000 per year. Most of this tobacco is principally sold in the town of Quincy to the agents of the German houses who congregate here for the purchase directly from the planters. This staple being sold for 'cash,' brings in a large amount of ready money before the cotton crops can be made available. The cultivation of this article has exerted a fine moral influence upon the lower classes of society, from the fact, that needing but little capital, it has stimulated their ambition to accumulate and render themselves respectable. In other countries children are considered an incumbrance to the poor man, but here they constitute the basis of his fortune, which is abundantly illustrated by many living examples throughout the country. Many men, who could scarcely make a living for their families in 1830, when the culture of the Florida leaf-tobacco was intro-

duced by three Virginia gentlemen, Jos. Smith, Wm. S. Gupen, and Harris T. Wyatt, are now men of large wealth. Besides this tobacco, Gadsden county produces a large quantity of both the long and short staple cottons, which sustains a large mercantile business, conducted by about a dozen establishments. The planters are making generally as much sugar and syrups as are necessary for domestic consumption.

"The town is situated on elevated ground, surrounded by numerous hills, of which I had an experience to-day again, giving to it the appearance of an up-country village.

"An arrangement has just been made by which the Pensacola and Georgia railroad is to be extended to this town on its way westward, which will facilitate and advance the business prospects of the place. This is also the point at which it is contemplated to form a connection with Albany, in Georgia, the present terminus of the road from Macon. If the present scheme of internal improvements is carried out, Quincy will be the point for the junction of the Georgia and Florida railroad connections.

"There are also two hotels, 'the Quincy House,' kept by Mr. A. R. Paul, a most gentlemanly landlord and host, who caters well for the numerous guests who patronize him, and whom I can cheerfully recommend to all wayfarers. The other house is kept by Major Nathan, who enjoys the reputation of being a kind and accommodating host."

The article which we published in our September number, from the pen of Mr. Shaffner on the *Atlantic Telegraph*, afforded some amusement to the press, which was just at that time in the midst of the highest jubilation over the successful laying and working of the cable, which Mr. Shaffner deemed to be impracticable. Events have, however, it is to be feared, shown the general accuracy of his views, and Mr. Shaffner may now hold up his head as one, who, if he did not "prophecy smooth things," is not the less to be regarded as a seer. But shall we give up on this account the idea of a European telegraph? By no means; Rome was not built in a day. Now is the time Mr. Shaffner. If we cannot cross the Atlantic, we can at least reach London and Constantinople through

our Western possessions, British America and the Dominions of the Czar. The project is vast, without doubt, but the age is prepared for it, and this is the accepted time to strike.

Our readers will excuse the length to which our discussions necessarily extend upon the subject of the *African slave fleet and slave-trade*. In spite of all that is said to the contrary, the public continues to regard it, practicable or not, with the greatest interest, and we cannot altogether check our contributors.

But after all, why should we not discuss it fully in our pages? Will it embitter our Northern allies? What say our friends now to these allies? Has the precious "English bill" saved to us Kansas, and made a harmonious unit of the North in our favor, as was predicted by so many of us last Spring, when we were rejoicing over our great stroke of policy and denouncing the *treachery* (!) of Douglas? Now that the news has fully come in from the great State of Pennsylvania, our last Northern stay, what think we of the signs of the times? Is Republicanism cold and in its grave, and are all the rights of the South secured and guaranteed beyond peradventure?

THE London Correspondent of the National Intelligencer gives the following interesting summary of the progress of ENGLISH NEWSPAPERS:

Nearly sixteen hundred years of our Christian era had elapsed before a single newspaper had appeared in Europe; and the first newspaper was published in England in 1619, by N. Newberry in London. It was issued weekly, and called "*News out of Holland*," a title which was very significant of the period of its publication. Before the appearance of the first regular weekly newspaper published in London, which was in 1622, and called "*The News of the Present Week*," great families residing in the country paid correspondents in London for transmitting to them the London news every week. Mr. Whitaker, in his *History of Cruven*, states that Lord Clifford paid "Capt. Robinson five pounds for writing letters of news to his lordship for half a year." A great number of newspapers came into existence during the civil war in the time of Charles I. and the Common-

wealth; they were in small quarto, published weekly, and bore quaint but significant titles, such as the "Parliament Kite," the "Scot's Dove," the "Secret Owl," &c. Sir Robert L'Estrange commenced the London Gazette in 1664. The first daily newspaper was published in London in 1709; it was called the "Daily Courant." About this time the celebrated Essays, the "Tatler, Spectator, Guardian," &c., commenced. The first number of the "Tatler" was published in April, 1709. "The Public Advertiser," in which the "Letters of Junius" appeared, commenced in 1726. Wilkes's "North Briton" was published in 1762. Perhaps the very earliest provincial weekly paper published in England was the "Stanford Mercury," which commenced in 1704; and, singular enough, it has been uninterruptedly published since that date to the present time, under the same title, and in the same town; and the proprietorship and the management has always been, and is now, in the same family.

We have stated that the "Daily Courant" was the first daily paper published in London, (1709.) There were eighteen other papers published in London at that time. Fielding, the novelist, edited the "True Patriot" in 1745. In 1771 Parliament attempted to punish two printers for giving names in full in the debates. This practice has not since been interfered with. Of the great London papers at present published the "Public Ledger" commenced in 1760, the "Morning Chronicle" in 1769, the "Morning Post" in 1772, the "Morning Herald" in 1780, and the "Times" in 1788. The "Daily News" was established in 1846, and is the only new daily paper which has stood its ground since 1793.

WHAT heart will not be touched to the core by the perusal of the following lines from a dying wife to her husband, and what eye could remain dry in reading them. There are those however to whom they will be brought home closer and nearer; and, alas! with what hopes and dreams and memories that are lost forever. The letter was found between the leaves of a favorite religious volume, and was written before the unsuspecting one had discover-

ed the signs of that fatal disease which every day is making such havoc among the young, the fair, and the lovely at every hearthstone:

"When this shall reach your eye, dear * * *, some day when you are turning over the relics of the past, I shall have passed away forever, and the cold white stone will be keeping its lonely watch over the lips you have so often pressed, and the sod will be growing green that shall hide forever from your sight the dust of one who has often nestled close to your warm heart. For many long and sleepless nights, when all besides my thoughts were at rest, I have wrestled with the consciousness of approaching death, until at last it has formed itself upon my mind; and, although to you, to others, it might now seem but the nervous imagining of a girl, yet, dear * * *, it is so! Many weary hours have I passed in the endeavor to reconcile myself to leave you, whom I love so well, and this bright world of sunshine and beauty; and hard indeed it is to struggle on silently and alone with the sure conviction that I am about to leave all forever and go down into the dark valley! 'But I know in whom I have believed,' and leaning on His arm, 'I fear no evil.' Do not blame me for keeping even all this from you. How could I subject you, of all others, to such sorrow as I feel at parting, when time will soon make it apparent to you? I could have wished to live if only to be at your side when your time shall come, and pillow your head upon my breast, wipe the death damps from your brow and usher your departed spirit into the Maker's presence, embalmed in woman's noblest prayer. But it is not to be, and I submit. Yours is the privilege of watching, through long and dreary nights for the spirit's final flight, and of transferring my sinking head from your breast to my Saviour's bosom! And you shall share my last thought, and the last faint pressure of the hand, and the last feeble kiss shall be yours, and even when flesh and heart shall have failed me, my eyes shall rest on yours until glazed by death; and our spirits shall hold one last communion until gently fading from my view—the last of earth—you shall mingle with the first bright glimpses of the unfaded glories of the better world, where partings are unknown. Well do I know the spot, my dear * * *, where you will lay me; often we stood by the place, and as we watched the mellow sunset as it glanced in quivering flashes through the leaves, and burnished the grassy mounds around us with its stripes of burnished gold, each, perhaps, has thought that some day one of us would come alone, and whichever it might be, your name would be on the stone. But we loved the spot, and I know you will love it none the less when you see the same quiet sunset linger and play among the grass that grows over your Mary's grave. I know you will go there, and my spirit will be with you then, and whisper among the waving branches—I am not lost, but gone before."

THE French physicians are at present much interested in a new treatment for consumption, introduced by Dr. J. P. Churchill, an American physician in Paris. Dr. Churchill's theory of consumption is, that it is owing to an un-

due waste or an insufficient supply of phosphorus in the system.

To supply this want he administers the hypophosphates of lime and soda, in doses of from five to twenty grains daily in a small quantity of sweetened water. In a paper read by him before the Academy of Medicine at Paris, he gave an account of forty-one cases treated in this way with success. He insists that the cure of consumption in the second and third stages (at a period consequently when there can be no uncertainty as to the nature of the disease) can be obtained in all cases by this treatment, except when the existing lesion of the lungs is of itself sufficient to produce death. He also says that these substances have not only a curative effect, but will if used wherever there exists a suspicion of the disease, prevent its development, and thus act as a preservative with regard to consumption, just as vaccination does with regard to small-pox.

Sermons to the Churches; by Francis Wayland. N. York: Sheldon, Blake-man & Co.; Boston: Gould & Lincoln. 1858.

This is an excellent little work, embodying the religious feeling of one who stands deservedly high in the Christian Church, and who is well known particularly to the people of the South, by his able and temperate discussion of the Slavery question, several years ago, with Dr. Fuller of South Carolina. Though differing with us upon that important question, his views were expressed with the earnestness of a Christian and the breeding of a gentleman. We are very much pleased to have these sermons.

From New York to Delhi, by way of Rio de Janeiro, Australia, and China; by Robert Minturn, jr. New York: D. Appleton & Co. 1858.

This work grew out of a six months tour in India just before the outbreak of the mutiny, and was communicated in a series of private letters to the author's family. It is, of course, deeply interesting, and embraces admirable descriptive and statistical chapters upon China, Australia, India generally, with a full, just, and most exciting description of all the events connected with the memorable struggle so recently terminated there.

Elements of Natural Philosophy, designed for Academies & High Schools, by Elias Loomis, LL. D., Professor of Mathematics and Natural Philosophy, in the University of New York.

This volume comes to us from the prolific press of the Harpers, and contains over three hundred illustrations. Prof. Loomis is well qualified for these labors, and his works have been adopted in many of the first Colleges of the Union. Among the number are a Treatise on Arithmetic, one on Algebra, and others on Geometry, Trigonometry, Astronomy, &c., &c.

History of the Rise, Progress, and Present Condition of the Bethlehem Female Seminary, with a catalogue of its pupils, 1785—1858; by Wm. C. Reichel.

This is a volume, gorgeously issued and illustrated in the richest and most expensive manner, by J. P. Lippincott & Co., of Philadelphia, who kindly present us with a copy. It is perhaps one of the finest specimens of typography which our country has produced. Of the many thousands who enjoyed the teachings of venerable Bethlehem, in the land of William Penn, there are few we opine who would be without such a precious record of it.

Rational Cosmology; or, the Eternal Principles and necessary Laws of the Universe, by Laurens P. Hickok, D. D. 1858.

Another work from the house of Appleton & Co. Among the several chapters are, "The Idea of an absolute Creator," "The Eternal Principles of the Universe," "The necessary Laws of the Universe," "Cosmology accords with Moses," etc., etc.

Lord Montagu's Page—An Historical Romance of the Seventeenth Century; by G. P. R. James. Philadelphia: Childs & Peterson. 1858.

This is regarded as one of the best of the productions of the distinguished novelist, James, who, though still a man in middle life, has already contributed two hundred volumes to the press. To the regret of thousands who knew and esteemed him when a resident of this country, Mr. James has now returned to England, where we trust he will long live to enjoy and increase his laurels.

Bouvier's Familiar Astronomy, or an Introduction to the study of Astronomy, etc., for the use of schools, families, and private students: by Hannah M. Bouvier. 1858.

This is a recent publication from the house of Childs & Peterson, Philadelphia; and it is issued and illustrated in a style rarely equaled by works of similar character. A treatise on the globes is annexed, and also a comprehensive Astronomical Dictionary. The work is divided into five parts: the first treats of the laws which govern the heavenly bodies; the second of the components of the solar system; the third of the sidereal heavens; the fourth of Astronomical instruments; and the fifth of the use of globes. From a careful examination of the work we are satisfied that it is admirably adapted for the uses intended, and we recommend it as such.

Visitation and Search; by Wm. Beach Lawrence. 1858.

The author has been kind enough to send us a copy through his publishers, Little, Brown & Co. It embraces a historical sketch of the British claim to exercise a Maritime police over the vessels of all nations, in peace as well as in war, and also an inquiry into the expediency of terminating the eighth article of the Ashburton treaty. We need not say it is a most able and valuable work.

Philadelphia and its Manufactures; by Edwin T. Freedley, author of a "Practical Treatise on Business," the "Legal Adviser," etc. 1858.

This little volume is published by Edward Young, of Philadelphia, and we are kindly furnished by the author with a copy. It embraces a vast amount of material upon the subject of Manufactures generally, and especially of those existing in Philadelphia. We shall have occasion very soon to digest many valuable statistics from it.

Electron, or the Pranks of Modern Puck.—A telegraphic Epic for the times, by Wm. C. Richards.

A neat little work, issued elegantly by Appleton & Co., and embracing a very good poetical history of the Atlantic Telegraph, and celebrating the laying of the Cable, which, however, has now lost much of its interest.

The Constitutional History of the United States, from the adoption of the articles of Confederation to the close of Jackson's Administration; by W. Archer Cooke; 2 vols. 1858.

We are now rejoiced to announce the issue of a work upon our Constitutional history from the pen of a Southern man, and from a Southern standpoint, and shall take very great pleasure in presenting an elaborate review of it at an early day to our readers.

Legends and Lyrics—a book of verses; by Adelaide Anne Procter. New York: D. Appleton & Co. 1858.

The work contains about seventy separate pieces. Among the best, are "Home at Last," of which we give a stanza:

"Child do not fear,
We shall reach our home to-night,
For the sky is clear
And the waters bright,
And the breezes have scarcely strength
To unfold that little cloud
That like a shroud
Spreads out its fleecy length;
Then have no fear
As we cleave our silver way
Through the waters clear."

My Lady Ludlow—a novel by Mrs. Gaskell, author of "Mary Baxton," "North and South," "Crawford," "The Moorland Cottage," &c., &c. New York: Harper & Brother, 1858.

NOTE in the advertising columns the prospectus of the *Ætna Insurance Company*, of Hartford, Conn., which has been in existence for nearly forty years, and is of the most undoubted responsibility and character.

See on succeeding pages an account of a new and important fertilizer, which is represented to have all of the advantages of Peruvian Guano, at half the price. It is worthy of the attention of the planters of the entire South.

THE following numbers of the Review are wanted by the publishers, who will give their value for them, if forwarded to New Orleans office. Agents will please procure them: 1846, January, February, March, April, July, September, and October; 1847, January, March, May, and June; 1849, August; 1851, February and June; 1853, June and October; 1854, September; 1855, October; 1856, January and August; 1857, May and October; 1858, January, March, May, and June.

A few sets of our *Industrial Resources* of the Southwest still remain on hand, 3 vols. Price \$5, postage free.

CIRCULAR TO AGRICULTURISTS.

THE NATIONAL FERTILIZER,

MANUFACTURED AT HIGHLANDS, NEVESINK, N. J.,

FOR SALE BY THE

NATIONAL FERTILIZING COMPANY.

JOS. C. CANNING,

SECRETARY AND GENERAL AGENT,

OFFICE, 37 FULTON STREET, NEW YORK.

PRICE, PER TON OF 2,000 POUNDS, THIRTY-FIVE DOLLARS.

CONSUMERS, and not Producers, *formerly*, as a Nation—we are *reversing* the order. The last ten years have gained for Agriculture an army of proselytes. What will the increment be in the coming decade.

It is to the agriculturist in particular—the scientific farmer—he who is desirous of producing the most in quantity and best in quality of all cereals and roots, as well as grass, this Circular is addressed. Based upon reliableness, and beyond the appearance of a mere experimental speculation, we would briefly treat of an article of fertility which has no superior among the many composts or manures of any kind that have *yet* been tested by the farmer.

THE HISTORY OF THE NATIONAL FERTILIZER.

Dr. Charles F. Spieker, a pupil of Liebig, himself an eminent chemist, is the inventor, and has spent six years in perfecting his chemical combinations.

The basis is the green sand of the upper cretaceous formation—or the so-called Marl of New Jersey. In itself the marl is one of the best fertilizers, and has been amply used as such by the New Jersey farmers; but, in consequence of the large quantity which is required to an acre, its bulkiness and specific gravity, it is only available in its immediate neighborhood. But through the perseverance of Dr. Spieker, this marl is now made the basis of a powerful and valuable fertilizer—available and transferable anywhere. In 1857 he succeeded in his experimental process, and obtained his patent. The Examiners at the Patent Office, Washington, pronounced it a matter of national importance; for it will be readily seen, the enormous amount paid annually for freight, and as a royalty to foreign governments, shows the great necessity for a home manufactured article to be produced at a less cost.

The Hon. Henry Meigs, in his speech at the opening of the Crystal Palace, pertinently remarks:

“We believe that chemistry has not only made millions for the farmer, but that it will ere long give all the fertilism wanted, superior to any known. Guano may be exhausted, but the chemical power to produce a *better* one never will be.”

The scientific principle upon which the composition of this fertilizer is founded, is, to form a compound which is not only a stimulant for an *increased* growth of the plant—as guano, by containing *principally* only ammonia—but to be an article of *nourishment* to plants, and permanent in power to the *soil*, by containing the elements which plants require, and which are found in them by subjecting the same to a chemical analysis.

NATIONAL FERTILIZER.

The efficacy of this Fertilizer has been submitted to the practical test by farmers of Monmouth county, New Jersey, who pronounce it superior to Peruvian Guano; while the State of New Jersey, in consideration of the importance of the article, has granted a special charter to the National Fertilizing Company. Letters Patent have been taken out for England, Ireland, Scotland, France, and Belgium. From England offers are already before the Company for the English Patent.

Dr. Spieker has associated with himself Dr. Louis Harper, LL. D., formerly Professor of Geology, Analytical Chemistry, and Agriculture, in the State University of Mississippi, as well as State Geologist, and the well known author of the "Geology of Mississippi." Dr. Harper was induced to resign his lucrative and honorable offices after a careful chemical examination and a visit to all the fields where the fertilizer had been applied, and now devotes his whole time to the manufacture of the article at the Highlands of Neversink, N. J. The manufacturing process is, therefore, under the direct supervision of a scientific agricultural chemist.

REMARKS.

To those who have heretofore used Guano, this Fertilizer is urgently recommended, and with such strong reliability upon its efficacious effects, as compared to Guano, that there will be no doubt as to its superiority. It is eminently adapted to land exhausted, and to all soils where nature has denied fertility. The sandy land, (and where no experiments have ever been made from the exceeding sterility abounding,) by its use, can be made to produce crops beyond the expectation of all agriculturists. All that is asked is a *trial*; the result will determine a continuous use or abandonment.

"Perfect agriculture," says Liebig, "is the true foundation of the riches of States, of all trade and industry. But a rational system of agriculture cannot be formed without the application of scientific principles; for such a system must be based on an exact acquaintance with the means of nutrition of vegetables, and with the influence of soils and action of manure upon them."

Soluble silica is an element nearly absent and wanting in Guano, and hence the *necessary superiority* of this Fertilizer over Guano. The quantities of phosphate and alkalies contained in the marl are largely increased, and to such an extent, that of those substances it contains more than Guano; and hence it is natural that it should increase the grains much more than Guano, which excels only with respect to its quantity of ammonia, the tendency of which is *not* to increase *seeds* largely, but the *stalks* and *foliage*.

This article has arrested rot after it has made its appearance in potatoes; and we do not hesitate to say, will prevent it. When sprinkled upon the leaves, it will exterminate bugs, and preserve the plants from all insects. The cabbage, so liable to a peculiar insect, is made secure by applying a small quantity about the root, beside increasing the size and quality of the plant—a remedy invaluable to the horticulturist.

Corn, wheat, rye, and all cereal grains, require for their growth not only the substances which the organic matter yields, but, besides, a great deal of soluble silica and phosphoric acids, in the shape of different phosphates and alkalies. They fail where potash is wanting. In Germany wormwood has been grown for potash, the ashes of which are well known to contain a large portion of the carbonate of that alkali, so necessary is it for nutrition to cereals; and, furthermore, corn plants require for their maturity a generous supply of phosphate of magnesia, and a certain amount of ammonia, although too much of the latter is injurious.

Chemistry is now demonstrating to a certainty, that fabrications are not only equal to natural manures, but even more effective.

The State of Virginia, in the days of the first colonists, produced harvests of wheat and tobacco for a century from one and the same field, without the aid of manure. In this space of time it has been estimated that 12,000 lbs. of alkalies in grain, leaves, and straw, were removed. The consequence was, the lands became unfruitful, and now whole districts are converted into non-productive pasture lands, which, without compost, yield neither wheat nor tobacco. The very essential here needed is alkali, for this constituent is quite indispensable for the perfect development of plants and cereals. And this is the case with all exhausted land. There *must* be nutritious properties *given* in proportion to the *extraction* of the same. Without it, all land is literally fallow. It is a fatal mistake for agriculturists to suppose that lessening of fertility in a soil is attributable to the lack of *humus*, or decomposed vegetable matter;—the true cause is *exhaustion of alkalies*. Is it not quite necessary for the farmer to know the mere consequences of failures in crops,

NATIONAL FERTILIZER.

and, when he is informed of the fact, to apply such knowledge for his own benefit? We desire to argue in a plain way to plain farmers, and hope, in our few pages, to gather unto ourselves the character of common sense, without the array of too much science, as a mark of mystified wisdom. Are we understood?

In establishing our assertion relative to *humus*, we need no better illustration than the precincts of Naples, which are famed for their corn-fields. Corn has been cultivated here for thousands of years without that which has been removed from the soil being restored artificially. What is the reason? The disintegration of lava, and the gradual escape of the alkalies contained in it. Now, lava cannot and does not contain the slightest trace of vegetable matter. Where alkalies exist other constituents are always found in combination.

We would say one word relative to analyses. It is the custom for all circulars descriptive of a Fertilizer, to add the certificate of a chemical examiner. To follow the fashion, we have done so—neither are we ashamed to show our article in this way. Yet [the judgmental farmer—and there is a large portion of agriculturists who look upon analysis without satisfaction—desires *practical proof*, and *this is the very thing we crave*. Now, an analysis only evidences the contents to those unskilled in science, yet the chemist knows at a glance the entire result where the article is discreetly applied.

To substantiate our assertion that the Fertilizer is equal, and even superior, to the best Guano, we have but to add, the latter is *deficient in alkalies*, which are *peculiar essentials* in any manure, for *by them fertility* to the soil is preserved. Take a soil wanting in alkalies and apply Guano, and its effect will be *small*, while its continuous use *must lessen fertility*.

Guano contains no bi-phosphate of lime, and a less quantity of sulphate of lime, while it has more moisture, which is merely *ballast*.

With the Fertilizer no other manure is needed, while it is necessary to mingle other ingredients with Guano to obviate injurious effects, and to produce the desired results.

Our Fertilizer can be adapted to any vegetable, according to its ingredient. For instance—for tobacco, alkalies can be increased, and phosphates decreased; while for grains of all kinds, the phosphates can be increased.

For potatoes, the ammoniacal part and the alkaline part are sufficient; while for grasses, the ammoniacal part alone is necessary. We might amplify our remarks were it necessary—what we would do, and what we *can* do, is to render the farmer a *quid pro quo*. Of course, the tiller of land *naturally* expects a recompense for his labor; neither does he wish to lose upon experiments; and it is not arrogation for us to say, we *know* we are benefiting the farmer in bringing our Fertilizer to his notice. This will yet be acknowledged.

We would not forget to mention an item worthy of the farmer's careful consideration. It is respecting his great annoyance, *WEEDS*. From natural causes, stable manure contains within itself germs of various weeds, which need only the application to land to evidence their existence.

But from the Fertilizer no such annoyance *can possibly* be generated, the basis and all the constituents being entirely foreign to any such propagation. In this we speak *practically*, not theoretically. No enlargement is necessary on this head to the nice cultivator of the soil, detailing the injury to all crops where these pests spring up. The novice in agriculture is by *common sense* well informed.

Farmers on Long Island and in New Jersey, who have used Guano, declare its *continuous use (without other manure)* stimulates land to exhaustion in a few years.

From this fact, the crops extract elements necessary for their development and perfection, which are *not* given the soil in the application of Guano; and experience has taught them that other manures *must* be used to replace that which is taken up by the plant, which Guano does *not* contain. We now unqualifiedly assert, that *no other manures* are requisite for any crop in the germinating, developing, or maturing periods, or to add and retain fertility in the soil cultivated. Perfectly aware of the general, enormous use of Guano, we modestly, yet confidently, affirm the Fertilizer as a rival, an equal, a superior article. Let a trial be the test to our *belief*, or *knowledge*, as the same may be entertained.

INSTRUCTIONS.

The Fertilizer is invaluable for all soils, and every kind of garden and field crops—grasses, grains, vegetables, plants, fruits, and flowers. Unlike Guano, it needs *no preparation before use*, but can be applied *at once*. The quantity per acre depends upon the

NATIONAL FERTILIZER.

soil, the condition of the land, as also the crop to be grown, more or less. When sown broadcast, for cereal grains, 300 to 600 pounds per acre is the safest amount to apply, although we are willing it should be used pound for pound with Guano.

FOR CORN.—Is best applied when about a foot high; one handful on each side of the hill, about six inches from the stalk, and three or four inches deep.

FOR CEREAL GRAINS.—When sown broadcast, as wheat, rye, oats, barley, rice, or buckwheat, sprinkle the Fertilizer, after plowing, harrowing in with the seed 300 to 600 pounds per acre, as required.

FOR TURNIPS.—Put the Fertilizer *below* the seed, covering it one or two inches, and sow the seeds above.

FOR ALL OTHER GARDEN VEGETABLES, including *potatoes*.—Use as in the corn method.

FOR TOBACCO.—When required for this plant, notice should be given in the orders. It is far preferable to Guano for tobacco, as it contains a larger quantity of the fixed alkalis, which are especially necessary.

FOR COTTON AND SUGAR CANE it is peculiarly adapted, by the soluble silica and alkalis, as also the ammonia and phosphoric acid, it contains, rendering it superior to any other manure. For these plants, notice to be given in orders.

FOR TREES AND SHRUBS.—Put the Fertilizer in a circular trench at the ends of the roots, as near as may be, using with discretion, according to size of tree, &c. Apply in March or April at the *south*, and in May or June at the *north*.

FOR FLOWERS IN POTS.—Mix three to four quarts to a bushel of earth. Stir and mix well before using seed.

The following Analysis is that of the Green Sand of the cretaceous formation, or, of the Marl which is the basis of the National Fertilizer, and is an average of ten different Analyses:

Protoxide of iron.....	16.662	Phosphoric acid.....	2.241
Alumina.....	6.837	Sulphuric acid.....	1.054
Magnesia.....	1.934	Carbonic acid.....	1.687
Lime.....	3.573	Nitrogen.....	0.028
Potash.....	4.579	Water in combination.....	8.923
Soluble silica.....	35.794		
Insoluble silica and alumina.....	16.788		100

According to the above analysis, this Marl contains a large quantity of soluble silica, but by engendering the ammonia in the Marl, this soluble silica is, by nascent ammonia, not only rendered more soluble, but the quantity is increased.

*Analytical Laboratory, and Office of Consulting Chemistry and Mining Geology,
18 EXCHANGE PLACE, NEW YORK, August 6, 1858.*

I have carefully analyzed a sample of the "NATIONAL FERTILIZER," received from Dr. Harper, and find it to contain:

Moisture.....	8.00	and soda.....	20.35
Nitrogenous organic matter.....	20.50	Insoluble silica.....	18.00
Mixed phosphates.....	12.25		10.000
Potash and soda.....	9.00		
Sulphate of lime.....	7.50	Proportion of available ammonia...	5.75
Carbonate of lime.....	2.25	" soluble in water.....	21.00
Oxide of iron and alumina.....	2.15		
Soluble silica combined with potash			

ISAIAH DECK, M. D.,
Analytical Chemist.

The following letter is from Dr. Deck:

"Since the above analysis has been recorded, I have visited the works of the Company, at Highlands, N. J., and am bound to express my satisfaction at the systematic process carried on to produce this invaluable Fertilizer.

"The deposit of Green Marl on their property, which forms the basis of the Fertilizer, appears very uniform and of enormous extent. This I had previously satisfied myself upon, during the Geological Survey of New Jersey, which I occasionally accompanied.

"The supply of fish for the ammoniacal and organic material of the Fertilizer is unlimited; and the general process of manipulation and incorporating this with the other valua-

NATIONAL FERTILIZER.

ble ingredients—phosphates and alkalis—leaves nothing to be desired, and ought to produce a perfect manure.

"Samples taken from the various heaps, in different stages of manufacture, prove its general richness; while those from the bulk, ready for sale, were of the same character as the sample analyzed.

"ISAIAH DECK, M. D.

"August 11, 1858."

We subjoin a few paragraphs from "*Remarks on Fertilizers*," by Mr. CHAS. T. JACKSON, of Boston, Mass.

"Agriculturists are generally aware of the fact, that when soils have been cultivated for a certain length of time, and the crops sent away for consumption, the soil becomes impoverished, and may ultimately be rendered barren. They are also aware of certain changes which result in the soil from long cultivation of particular crops, and that after a considerable length of time the soil will no longer advantageously continue to produce those crops.

"Few have investigated the nature of these changes, or are sufficiently acquainted with the chemistry of agriculture, to be able to remedy the evil they have brought about.

"By accurate chemical analyses of the ash of plants, and particularly of grains, we may learn what minerable substances they contain, and we know that those ingredients could only have been derived from the soil.

"In order to renovate a soil by restoring the substance removed from it by crops, we must also consider what state the matter should be in for the production of the best effects, and for long-continued action. This requires the joint efforts of the chemist and the farmer; for practical experiments in the field are necessary for the verification of the researches made in the laboratory; and several years, or, an entire rotation of crops is needed, to render the value of a new method of manuring certain. By chemical analyses of ashes of our usual crops, we find the following fixed bases and acids:

"*Bases*.—Potash, soda, lime, magnesia, oxide of iron and manganese.

"*Acids*.—Phosphoric, silicic, and sulphuric acids, and chlorine.

"These ingredients are always found in the ashes of plants, and therefore they must be in the soil, in which they exist in various combinations with each other, or with matters which plants do not take up.

"On looking into the usual constitution of soils, we find all mineral ingredients of ashes sufficiently abundant, excepting the alkalis and phosphoric acids. It is generally safe, therefore, to introduce a larger portion of these matters in the manures we spread on our soils.

"Undoubtedly guano and super-phosphate of lime would add much to the fertility of sandy loam or dry soils in ordinary seasons, but they would be liable to fail in one of severe drought, unless they should be supported by a liberal dressing of composted manure, or an adequate supply of vegetable mould.

"Fish manures contain phosphates of lime, magnesia, potash, soda, and ammonia, and all the nitrogen-producing materials required for the production of ammonia in the soil, as needed, besides which the carbonaceous matters of their fibrine and cellular tissues will produce a rich mould charged with nitrogenous matters. In case the fish-cake is saturated with sulphuric acid, the ammonia would combine to form sulphate of ammonia, which is known to be a valuable fertilizer. If more sulphuric acid be present than is required to form sulphate of ammonia, it will act on the bones of the fishes to form super-phosphate of lime, which is also a well-known fertilizer in high repute.

"All substances which will generate ammonia are known to be valuable manures, for they supply nitrogen and elements which the plant has not the power to draw from the atmosphere, and which is supplied in very minute quantities only, by the ammonia-producing matters brought down by rain in quantities too small for cultivated fields.

"Hence the necessity of an artificial supply of nitrogenous substances to the cultivated soil."

CERTIFICATES.

The following are some of the certificates handed in:

"I herewith certify, that on the farm which I cultivate, I planted about four acres of it with corn. The land consists of a very sandy loam, and partly even of a loamy sand, mixed with a great many stones.

NATIONAL FERTILIZER.

"The land had not been manured for the last five years. When the corn came up it was very sorry and poor. After having grown to about the height of from six to nine inches, I manured it with the National Fertilizer, which showed its effects immediately; and without having been properly attended to, the crop of corn on the land is now splendid—promising at least from thirty to forty bushels to the acre. No manure in the world, even the best of Peruvian Guano, could have done better. A part of my early corn I manured with Peruvian Guano, in order to be able to compare its effects with that of the National Fertilizer. Of both manures I used equal quantities—about from three to four table-spoonfuls, fully divided on two sides of the hills. The effect of the Guano was slower than that of the National Fertilizer; now, the corn manured with the Fertilizer cannot be distinguished from that manured with the Guano.

"The National Fertilizer has done equally well on Turnips, Cabbages, Tomatoes, Beans, Peas, and especially on Cucumbers, Squashes, and Melons; and, sprinkled over the leaves of the latter, it protects them radically from destruction by the bugs.

"L. HARPER.

"HIGHLANDS OF NEVESINK, MONMOUTH CO., N. J., July 30, 1858."

"As the nearest neighbor of Dr. L. Harper, and having observed his crops, I herewith certify, that the farm which he cultivates, consists mostly of very poor and completely exhausted land, and that his certificate is perfectly true and correct.

"WILLIAM JONES.

"HIGHLANDS OF NEVESINK, N. J., August 2, 1858."

"I herewith certify that I have used the National Fertilizer on corn, and that it is, for that purpose, the best Fertilizer I have ever used, or seen used.

"JOSEPH MAXSON.

"RICEVILLE, MONMOUTH CO., N. J., July 30, 1858."

"HIGHLANDS, N. J., July 31, 1858.

"This is to certify that I have used the National Fertilizer this season on my corn, and that its effects show it to be an excellent Fertilizer.

"JOSEPH LEONARD."

"I certify herewith, that I have used the National Fertilizer manufactured under the Patent of Dr. Spieker, (for Turnips,) and for that purpose no manure, even Guano, can be better.

"CHARLES S. WOODWARD.

"RICEVILLE, July, 1858."

HIGHLANDS, N. J., August 5, 1858.

"DR. HARPER:

"DEAR SIR—In answer to your queries with reference to the effects of the National Fertilizer, I have to state:

"First. That the land upon which the experiments were made, I should call a ferruginous sandy loam—the sub-soil being strongly impregnated with iron.

"The first crop to which I applied your Fertilizer, was lima beans, sowed on 20th May—part with the best Peruvian Guano, part with the Fertilizer. No perceptible difference in the crops—both splendid. The quantity of Guano and Fertilizer applied were exactly the same: two large table-spoonfuls to each hill, and covered with a little earth before the seeds were deposited.

"21st May.—Applied Fertilizer and Guano to some drills of potatoes—'Peach-blows'—and the result is pretty much the same as with the beans.

"22d May.—Applied the Fertilizer to part of a growing crop of parsnips as a 'top dressing' between the lines, and hoeing it in pretty deeply. Here the effects are most astonishing. I also applied it to a growing crop of celery, hoeing it in pretty near the plants before they got their first landing. In this case, also, the effects are most satisfactory. Indeed, there is a marked difference in the growth of plants as compared with those where the Fertilizer was not applied.

"You, or any one else, can come here and examine for yourself, and I shall be most happy to point out the different crops as stated in this note.

"I am, dear sir, your obedient servant,

"JOHN McCORMICK,

"Gardener to Edward Minturn, Esq."

RUTGERS FEMALE INSTITUTE,

Nos. 262, 264, and 266, MADISON STREET, NEW YORK.



The Rutgers Female Institute has been in successful operation for nineteen years. During this period about five thousand young ladies have been under its care, and have received a substantial education, including the valuable ornamental branches. With its commodious edifices located in one of the most healthful, quiet, and moral neighborhoods in the city, easy of access from all quarters, and surrounded by churches—and with its very extensive Library and Philosophical Apparatus—its ample range and thoroughness of study—its system of classification, securing the fullest attention of the instructors to the pupils—its large and efficient body of experienced teachers—the vigilant supervision of the Board of Trustees—the freedom from distracting frivolities—the constant aim to impart a solid education of the highest order—the incomparably low charges, and, it may be added, with the character and attainments of its graduates and pupils, and its high standard and widely extended reputation—the Rutgers Female Institute offers to parents and guardians a most eligible opportunity for the education of young ladies.

The Institute comprises three departments—the Preparatory, Academic, and Collegiate. These are subdivided as the number of pupils and the degrees of their progress may require. There is a special department for each extra study, and each room has its separate teacher.

In every department where it is practicable, free use is made of illustrations to the eye.

It is the aim, in every stage of the course, to have pupils acquire a knowledge of things, facts, and principles, rather than mere words. And the studies are so pursued, and varied with appropriate recreation and exercise, as to provide for the physical, intellectual, and moral edification of the pupil. Special attention is given to the inculcation of those great Scriptural principles which should govern the moral being, and to the decorum which should distinguish the social circle. Semi-monthly reports are sent to the parents, and at the close of the academic year, suitable testimonials are given to those who have pursued a commendable course throughout. A diploma is also given to those who have completed the course of study.

The Twentieth Annual Session commenced on the thirteenth day of September. The Principal has a commodious residence near the Institute, and receives into his family pupils from a distance, who will thus be under his immediate and constant care.

Board, including fuel, lights, and washing, and instruction in English branches, \$200 per annum, payable quarterly in advance.

EXTRAS:

French, German, Italian, or Latin.....	\$3 00
Oil Painting and Pastel.....	10 00
Music, for Piano.....	\$15 to 25 00
Use of Instrument.....	5 00
Guitar.....	\$15 to 20 00

The Trustees most cordially invite parents seeking for their daughters a system of mental culture most effective in developing and maturing the faculties of the mind, to examine, by personal visitation, the practical working of Rutgers Female Institute. The Principal will be happy to introduce, to any of the Departments, persons wishing to inspect the method of instruction, and to answer all inquiries. For further information, apply to, or address, Mr. HENRY M. PIERCE, PRINCIPAL, 217 Madison Street.

THE FACULTY OF INSTRUCTION consists of the Rev. John M. Krebs, D. D., President, and Lecturer on the Evidences of Christianity; Mr. Henry M. Pierce, A. M., Principal, and Professor of Moral Philosophy, assisted by a full corps of able and experienced teachers in all the several Departments.

LOSSES PAID, OVER \$11,000,000.

ÆTNA

Insurance Company, Hartford, Ct.

(Branch 171 Vine St. Cincinnati.)

INCORPORATED A. D. 1819.



CHARTER PERPETUAL.

CASH CAPITAL, \$1,000,000,

Absolute and Unimpaired.

E. G. RIPLEY, President.

T. A. ALEXANDER, Vice President.

T. H. BRACE, Jr. Secretary.

J. B. BENNETT, Gen. Agt.

Organized upon a **NATIONAL BASIS**, with Agencies in the principal Cities and Towns of most States and Territories. Applications made to any duly authorized Agent promptly attended to. Policies issued without delay.

Property Insured against the Dangers of Fire and Perils of Inland Navigation, at liberal Rates and Rules.

Property owners desiring reliable indemnity that stands the test of time to public satisfaction and credit to the Corporation, will not be disappointed by obtaining Insurance with this old established and leading Insurance Company.

With the prestige of 39 years' success & experience

Fire and Inland Navigation Risks accepted on terms consistent with Solvency and Fair Profit.

\$666,140.10.
SURPLUS JULY 1st, 1892.

Special attention given to Insuring Dwellings and Contents for terms of three to five years.
LOSSES
Promptly Adjusted and Promptly Paid.

DIRECTORY—VIRGINIA, MARYLAND, PENNSYLVANIA, ETC.

PATAPSCO FEMALE INSTITUTE, MARYLAND.

The Trustees of the Patapsco Female Institute announce to the public that the additional buildings and improvements commenced by them a year ago, in accordance with the subjoined resolutions, are now complete. These improvements have not been made with a view to increase the school, but for the greater convenience and comfort of the usual number of pupils.

The new chapel is a handsome and most appropriate structure, for the exclusive use of the inmates of the Institute, and in all its arrangements it is most complete. It is furnished with a new organ of fine construction and excellent tone.

The administration of Mr. Archer for the past year and the present has been attended with unprecedented success, and the Trustees feel themselves fully justified in recommending the Institute to the continued favor of the South.

It has pre-eminence in healthfulness. The pupils avoiding, on the one hand, the debilitating effects of a Southern climate, and on the other the rigors of the North, have few of the interruptions incident to both these climates.

It is sufficiently near to the city of Baltimore to enjoy the benefits of a city without any of its evils.

As an Institution of learning it has the advantage of a full organization, a resident chaplain, and a corps of accomplished teachers and professors, called together from time to time in the long experience of those having charge of the Institute.

The Trustees of the Patapsco Female Institute, having been duly notified by Mrs. Lincoln Phelps of her intention to resign her office of principal at the close of the present school year, have elected ROBERT H. ARCHER, Esq., as her successor. The eminent success of Mr. Archer in conducting for many years a School for Young Ladies in the city of Baltimore, entitles him to our confidence as a person peculiarly qualified to maintain the present high standing and insure the permanent prosperity of the Institution; and with this view we are engaged in the erection of another building in addition to the present extensive accommodations of the Institute.


CHAS. W. DORSEY, *President*. WM. DENNY, M. D., *Secretary*. T. WATKINS LIGON, E. HAMMOND, JOHN P. KENNEDY. June-1y

FOWLER, WELLS & CO.,

Phrenologists and Publishers,

929 Chestnut Street,

PHILADELPHIA.

 Furnish, at wholesale and retail, standard works on Phrenology, Physiology, Hydropathy, Phonography, &c., at the lowest cash prices. Orders by mail or otherwise, promptly attended to. Phrenological Examinations with advice in reference to business, Matrimony, Self-culture, &c., given day and evening. ap—

HAYWARD, BARTLETT & CO.,

Founders and Manufacturers

Of Iron Fronts, Verandas, Balconies, Railings, Building and Ornamental Iron Work generally; with Stoves, Parlor Grates, Ranges, Hot Air and Hot Water Furnaces, Apparatus for heating with steam or hot water. Public or private buildings furnished to order. Orders received at 94 Light street, Baltimore, Md.

A. G. HARRISON,

DEALER IN

CARRIAGES, BUGGIES, HAR-

NESSES, SADDLES, BRIDLES, &c.,

NO. 123 SYCAMORE STREET,

PETERSBURG, VA. ap—

LAMBERTS & HOWELL,

Importers and Dealers in

CARPETINGS, OIL CLOTHS, MAT-

TINGS, IRISH LINENS,

PIANO AND TABLE COVERS.

219 KING STREET,

CHARLES LAMBERT, }
WALTER LAMBERT, } CHARLESTON, S. C.
SAMUEL S. HOWELL, }

HOLLOWAY'S

WORM CONFECTION

Is a delicious compound of Sugar, that any child might eat. It never fails to expel all worms from the system. Holloway's is the original and only safe preparation of sugar for worms. Prepared only by Johnston, Holloway & Cowden, No. 80, South Fifth street, Philadelphia. For sale by all respectable druggists. ap—

HOLLOWAY'S

ARNICA PLASTERS.

The original and only true Arnica Plasters—a cureall for Aches, Pains, and Weakness of the Breast, Side, or Back. Prepared only by Johnston, Holloway & Cowden, 80 South Fifth street, Philadelphia. For sale by all respectable druggists. ap—

BUSINESS DIRECTORY—NEW YORK AND NEW HAVEN.

WELLS & PROVOST,

WHOLESALE WAREHOUSE,

FOR EVERY VARIETY OF

PICKLES, PRESERVES,

PRESERVED ONIONS,

SAUCES, FANCY SHELF GOODS, &C.,

215 & 217 FRONT STREET,

June 17

NEW YORK.

VOLCANIC REPEATING FIRE-ARMS,

MANUFACTURED BY THE

NEW HAVEN ARMS COMPANY,
NEW HAVEN, CONN.

PATENTED 1854.

Rifles, Carhines, and Pistols loading with from 7 to 30 balls; can be discharged with greater rapidity and certainty than any other Pistol or Rifle.

THIRTY BALLS CAN BE LOADED AND DISCHARGED IN ONE MINUTE.

JOSEPH MERWIN, Agent.

Office and Depot, 287 Broadway, New York.

JOHN C. HULL,

CHARLES W. HULL,

RICH. C. HULL.

J. C. HULL & SONS,

(Successors to W. Hull & Son.)

MANUFACTURERS OF

STEAM SOAP,

AND PATENT REFINED MOULD CANDLES,

ALSO EVERY VARIETY OF FANCY SOAPS,

NOS. 108, 110 & 112 CLIFF STREET,

July 17

NEW YORK.



BELLEVILLE IRON WORKS, ALGIERS, LA.,
(OPPOSITE NEW ORLEANS.)

Iron foundries and manufacturers of steam engines, sugar mills, vacuum pans, cotton presses, saw mills, draining machines, and machinery of every description. Iron and brass castings made to order. Steamboat, cotton press, railroad, and plantation work executed with care and the utmost dispatch. Metallic and composition packing for steam cylinders, of all kinds, made to order at the shortest notice. Grate bars of various patterns and styles; stirrups, flange bolts, &c., constantly on hand. Iron fronts and builders castings furnished with despatch and in the best possible style; and Boiler work of every description.

These works are located on the river bank, and have an excellent wharf belonging to them for the accommodation of steamboats and vessels. They are close to the depot of the Opelousas railroad, the track of which connects with the works.

T. HAWKINS.

R. J. THORNTON.

HAWKINS & THORNTON,
KENTUCKY

MUSTARD MANUFACTURERS,
SPICE MERCHANTS' COFFEE ROASTERS,
AND
GREAT WESTERN BLACKING MAKERS,
WHOLE AND GROUND SPICES.

STEAM MILLS 28 BULLIT STREET, LOUISVILLE, KY.

Fresh Ground Spices put up in every variety of package. Liberal discount to Wholesale Dealers. Cash for Mustard Seed. sep

URIAH WELLS,
IRON, BELL, AND BRASS FOUNDER,
MANUFACTURER OF
LOCOMOTIVE AND STATIONARY ENGINES,
PASSENGER AND FREIGHT CARS,
VERTICAL & CIRCULAR SAW MILLS,
Grist-Mill Machinery, Tobacco Presses,
AGRICULTURAL IMPLEMENTS, &c.,
PETERSBURG, VIRGINIA.

BUSINESS DIRECTORY—NEW YORK AND PHILADELPHIA.

THE GREAT INVENTION—CLOTHING WITHOUT SEAM!!

Manufactured only at Matteawan, New York, by the

SEAMLESS CLOTHING MANUFACT'G CO.,

AND SOLD AT ITS DEPOT,

NO. 39 MURRAY STREET, NEW YORK.

C. E. LATIMER, *Agent Sales Department.*

**Overcoats, Business Coats, Pilot Coats, Pen Jackets, Pants, Vests,
Men's and Women's Leggings, Shoes, Gaiters, Mittens, &c.,**

Of great variety and most desirable Styles.

These fabrics are woven in the wool without any seam—will always retain their shape; and, in point of strength, warmth, durability, cheapness, and all other desirable qualities, are unquestionably superior to any other styles of Clothing—as all who test them must admit.

DEALERS IN CLOTHING are invited to call and examine.

"UNITED STATES STEAM FRIGATE NIAGARA,

"NEW YORK, August 27, 1858.

"Sir: Previous to the sailing of the Niagara on her late expedition to assist in laying down the great Atlantic Telegraph Cable, I furnished myself with a suit of your Seamless Clothing, and during that expedition gave them an impartial testing, and have no hesitation in saying that they were the most serviceable suit I ever owned—being not only warm and impenetrable to the cold, but they are all that one needs for all kinds of weather, and they both look and wear well. During my stay in England, I visited the mining districts in their rainy season, and so much were your Coat admired, that one of the largest firms, engaged in mining, requested me to get you to forward them, by the first Steamer for Southampton, Fifty of your Coats for their own use.

"You are at liberty to use this as you may see fit, as I have the Coat, &c., to show after the service they have rendered me.

"Your obedient servant, &c.,

"H. P. LESLIE, *U. S. Navy.*

"Mr. C. E. LATIMER, Sales Agent for Seamless Clothing Manufacturing Company, 39 Murray street, New York." oct-5m

**S. M. MECUTCHEN,
MILL-WRIGHT, MACHINIST, & BURR MILL-STONE
MANUFACTURER,**

Sole Proprietor of

**JOHNSON'S IMPROVED SMUT & SCREENING MACHINE,
IMPROVED WROUGHT-IRON CONCAVE BRAN-DUSTER, ETC.**

**NO. 34 HAYDOCK STREET, BELOW FRONT,
(Residence No. 221 Queen Street, 18th Ward.)**

PHILADELPHIA.

IMPROVED OLD ANCHOR BOLTING CLOTH.

Address Kensington Post Office.

HOLLOWAY'S PILLS AND OINTMENT



Are twin curatives, derived from one origin. The vegetable productions of the soil, they act in unison on the system, the one internally upon the secretions of the body, and the other externally through the countless orifices of the skin, cleansing and recuperating the vital organization.

Sold at the manufactory, No. 60 Maiden Lane, New York, and by all Druggists, at 25c., 45c., and \$1 per box or pot.

EASTWICK BROTHERS, STEAM SUGAR REFINERS,

No. 221 Vine Street, Philadelphia.

Manufactures of Double Refined Loaf, Hard Crushed, Coarse and Fine Pulverized, Soft Crushed Sugars, and Steam Refined Syrup. april-1y

LADD, WEBSTER & CO.,

MANUFACTURERS OF

IMPROVED SEWING MACHINES,

oct-1y 620 CHESTNUT STREET, PHILADELPHIA.

ROBERT SHOEMAKER & CO.,

WHOLESALE DRUGGISTS,

Northeast Corner of Fourth and Race Streets,

PHILADELPHIA,

IMPORTERS AND MANUFACTURERS OF PAINTS, WINDOW AND PLATE GLASS, &c.

Invite the attention of the Southern trade to their large stock of desirable goods.

We are the sole agents in Philadelphia for the sale of the celebrated FRENCH PLATE GLASS, from the "COMPAGNIE DE FLOREFFE." Also, Agents for the celebrated French and American Zinc Paints.

At our Steam Paint Mill, we manufacture White Lead, Red Lead, and every variety of Paints, and offer them dry and ground in oil. Likewise Varnishes, Putty, &c. april-1y

CIDER AND VINEGAR.

HENRY F. NIEMANN,

327 South Water Street, Philadelphia.

Clarified Cider Vinegar, White Wine Vinegar, Champagne Cider, warranted to meet the approbation of the purchaser. Barrels in good shipping order. april-1y

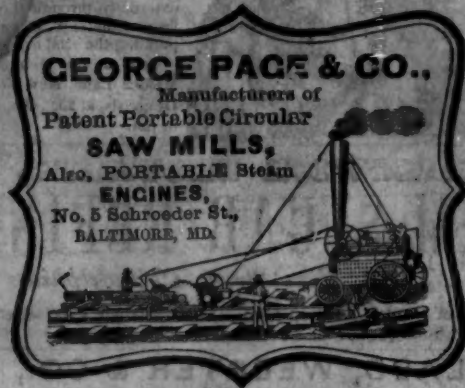
TAW & BEERS'

CAR GREASE,

Used for ten years on many roads, and is eminently superior to any other grease or oils as an economical and durable Lubricator; White and Black grease for Omnibuses, Carriages, Carts, Drays, Wagons, and heavy Machinery.

In Tin cans, Kegs, and Barrels. For sale by Druggists and others, and the manufacturers No. 606, Union street, Philadelphia.

PAGE'S IMPROVED PATENT CIRCULAR SAW MILLS.



GEORGE PAGE & CO.,

Manufacturers of
Patent Portable Circular

SAW MILLS,

Also, **PORTABLE Steam
ENGINES,**

No. 5 Schroeder St.,
BALTIMORE, MD.

GEORGE PAGE & CO.

No. 5 North Schroeder street, near West Baltimore street, Md.

Manufacture three classes of **PORTABLE SAW MILLS**, which are simple in construction, durable, and not easily put out of order. They will saw from 2,000 to 10,000 feet of lumber the day, of ten hours, and have given universal satisfaction wherever used. They also manufacture **STEAM ENGINES** of all sizes, both portable and stationary, that will compare favorably with those of any other manufactory. Among the *portable Engines*, they manufacture six and ten horse powers, both suitable for plantation and farm use. They also manufacture

HORSE POWERS OF THREE SIZES,

AND

GRIST MILLS OF VARIOUS SIZES,

all well adapted to farm and plantation use; also, a **CHINESE SUGAR MILL**, well adapted to meet the wants of those experimenting with the Chinese Sugar Cane, as well as those growing small quantities of the ordinary cane.

As the Patent Right of their Saw Mills is the joint property of the firm, no assignment or transfer of any right, or rights, will be valid unless signed by a majority of the members of the firm. A pamphlet descriptive of their several classes of Mills, prices, terms, capacity for sawing, and of their Engines and other machinery, will be sent to any gentleman applying by letter for the same.

They warn all persons from infringing their *Patent Rights*, as they are determined to prosecute all offenders. Address

GEORGE PAGE & CO.

No. 5 North Schroeder street, near Baltimore street, Baltimore, Md.

SLARK, STAUFFER & CO., Agents,

New Orleans, Louisiana.

IRON RAILING WORKS.



THE SUBSCRIBER IS PREPARED TO FILL ORDERS FOR

IRON RAILING

FOR PUBLIC AND PRIVATE PARKS, BALCONIES, CEMETARY LOTS, STEPS, ETC.

Also,
VERANDAHS, IRON STAIRS, DOORS, SETTEES, CHAIRS, STATUES, FOUNTAINS,
AND EVERY DESCRIPTION OF

ORNAMENTAL AND USEFUL IRON WORK,

Having the largest assortment of Patterns, and the greatest facilities for manufacturing this kind of work.

Persons can depend on being suited. Orders promptly attended to. Articles boxed carefully, to carry to any part of the Union.

Persons wishing to make selections, by addressing the subscriber, stating what class of work they want, will have Portfolios of Design sent to them.

nov

W. P. HOOD,
Ridge Avenue and Broad Street, Philadelphia.

CHICKERING & SONS,

MANUFACTURERS OF

GRAND, PARLOR GRAND, SQUARE AND UPRIGHT

PIANO FORTES.



This is the largest and oldest MANUFACTORY in America—having been established in 1823. Since which time we have made and sold 20,200 PIANOS; and we have received, as Testimonials of their Superiority over all others, 11 Gold, 18 Silver, and 4 Bronze Medals.

Manufactory and Warerooms, Tremont Street, Boston.

Branch Houses—694 Broadway, New York; and 1307 Chesnut Street, Philadelphia. [nov]

HOWE'S PATENT ELLIPTIC SPRING-BED BOTTOM.

OPINIONS OF THE PRESS.

It is truly a luxurious article.—*U. S. Journal*.
Has accomplished the object desired.—*Home Journal*.
Will be universally used.—*Times*.
Excels everything else in that line.—*Daily News*.
A most invaluable invention.—*Times and Messenger*.
We have no hesitation in recommending it.—*Mor. Mag.*
It is easy, luxurious, cheap—we speak advisedly.—*Atlas*.
We know them to be just the thing.—*Ohio Farmer*.
Is universally admired and applauded.—*Com. Advertiser*.
The public are unanimous in its praise.—*Belt Dispatch*.
The most meritorious invention ever introduced.—*Cleveland Plain Dealer*.
For sickness, it must be invaluable.—*Hartford Press*.
It is simple, durable, and cheap.—*Chicago Tribune*.
Economical, and will not get out of repair.—*Chicago Journal*.
Ranks foremost among modern inventions.—*Intelligencer*.
Yields to every part of the body.—*Falleg's Farmer*.
It far exceeds our expectations.—*Louisville Courier*.
Commends itself to every lover of easy repose.—*N. Y. Evangelist*.
Most secure for itself a universal demand.—*N. Yorker*.
Truly, it is an ease to the weary in limb.—*Futnam's M.*
Can be fitted to any ordinary bedstead.—*Spiritual Tal.*
They are all the inventor claims for them.—*Lake Sup. Miner*.
The "Invalid's Bed" is particularly valuable.—*Mother's Magazine*.

We unhesitatingly advise our friends to buy it.—*Trenton Gazette*.
Every family will certainly adopt it.—*Louisville Jew*.
We are satisfied with our investment.—*Westville (Ind.) Herald*.
The greatest of luxuries.—*Ladies' Newspaper*.
No person can afford to dispense with it.—*Sunday Atlas*.
Being of good steel, will last for ever.—*Clerk. Herald*.
The bed costs less with than without it.—*The Farmer*.
It is precisely the article wanted.—*Mercantile Traveller*.
It must always be a great favorite.—*Hotel Directory*.
Its use was sleep to the invalid.—*S. J. Criminal*.
Every "Angel of the Household" will adopt them.—*Newark Advertiser*.
Something entirely new, and of great value.—*Southern Monitor*.
Luxurious, durable, simple, and economical.—*Newark Register*.
Recommended by all who have used them.—*Orleans American*.
Cool, compact, portable, durable, cheap, cleanly, and delightful.—*Knechtbocker Mag.*
The Company can act at the present supply all their orders.—*N. Y. Mercury*.
It is within the reach of every family.—*Del. Gazette*.
It is the *ne plus ultra* of what it purports to be.—*Medina Tribune*.

The unparalleled success of the Elliptic Spring-Bed Bottom leaves no room to doubt its universal adoption among HOUSEKEEPERS, HOTEL KEEPERS, PUBLIC and PRIVATE INSTITUTIONS, STEAMERS, SAILING VESSELS, etc., throughout the country. The Springs may be procured of first class dealers, or direct from the manufacturers.

Call, or address

GEO. F. GRAY, Sec'y Elliptic Bed-Spring Co.,

378 Broadway, N. Y.

oct-3m

BAIRD'S MARBLE WORKS, RIDGE AVENUE AND SPRING GARDEN STREET, PHILADELPHIA, PENNSYLVANIA.

The various improvements which have been made in nearly all the branches of trade have not been overlooked in the manufacture of MARBLE; and a rapid and important progression has been the consequence. The many changes of style and ornamentation in the interior of our dwellings, has been met by an equal advance in taste, beauty, and cheapness in this important department of the Arts; and that, too, in a manner unsurpassed in skill by that of any other branch of trade. Human ingenuity and the powers of invention have been called into requisition, and with the aid of machinery and steam, that which was deemed almost impossible but a few years ago is now an every day occurrence.

The proprietor has been a number of years in the Marble business, and finding, some years since, a desire on the part of the public for a better display in the Monumental Art, he determined that they should be gratified, and directed his attention to an improvement in that department, and he is happy to say that, with the aid of steam machinery, (the most of it his own invention,) he has realized his most sanguine expectations. He has also procured the aid of the first architects of this country, as well as native and foreign ornamental sculptors, for the purpose of furnishing original designs, which have received the approval of a discerning public, both for their beauty of style and cheapness of execution.

Having one of the largest STEAM MARBLE WORKS in the country, he offers his services for the manufacture of Mantels, Monuments, Mosaic Floors, and all other kinds of Marble work, in a style of the greatest perfection, at the lowest charges, feeling confident that he can complete all orders with punctuality, and satisfaction to all who may favor him with their patronage. Address as above.

oct-1y

BOLTS, RIVETS, NUTS, WASHERS, WOOD SCREWS, AND CHAIN LINKS.

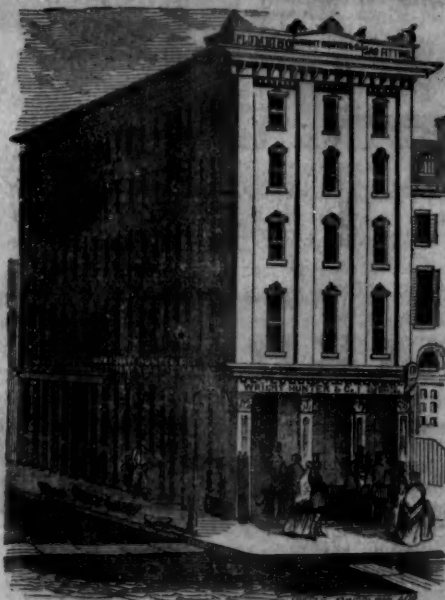
WE ARE PREPARED TO FURNISH THE ABOVE ARTICLES, CALCULATED FOR
RAILROADS, MACHINE SHOPS, CAR BUILDERS, BRIDGE
BUILDERS, &c. &c. &c.

MANUFACTURED FROM A SUPERIOR QUALITY OF IRON.

Orders for the above will receive prompt attention.

HOOPE & TOWNSEND,
Buttonwood Street, near Broad, PHILADELPHIA.

WRIGHT, HUNTER & CO. PLUMBERS & GAS FITTERS,



SOUTHWEST CORNER OF
NINTH AND WALNUT STS.
PHILADELPHIA.

BRASS & IRON LIFT & FORCE
PUMPS,
of superior quality always on
hand.

HYDRAULIC RAMS,
of various sizes.

LEAD & IRON PIPES
of all sizes for water, gas or
steam.

Bath Tubs and Shower
Baths.

Brass Cocks of every va-
riety.

With a full supply of Plum-
bers materials, always on hand.
The Trade and others supplied
on the most reasonable terms.

WILLIAM WRIGHT,
J. C. HUNTER,
J. H. McFETRICH,
THOMAS BROWN.

april-ly

ARTIFICIAL LEGS AND HANDS.



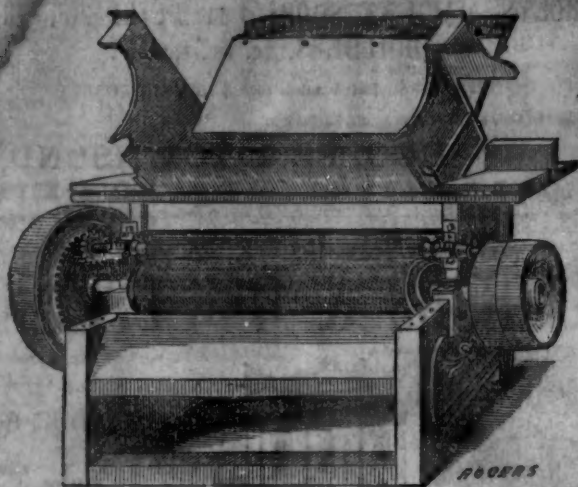
SELPHO'S ANGLESEY LEG,

With his newly invented Patent Elastic Joint, (Selpho's last and best improve-
ment,) by means of which the foot accommodates itself to uneven ground,
closely imitating the side motion of the natural ankle joint, and affording
great ease to the wearer. Patented May 6th, 1857. Also, Selpho's ARTIFICI-
AL HAND, a new and useful substitute for a lost hand, so arranged that
the wearer can open and shut the fingers, &c.

WM. SELPHO,
516 Broadway, New York.

nov

TO COTTON PLANTERS.



We would introduce to your notice a **ROLLER GIN** for **SHORT STAPLE COTTON**, a machine which has been long sought for. This Gin has Two Cylinders moving together, one of which is filled with teeth of a peculiar construction, composed of Angular Steel Wire, placed so close together that nothing but Cotton is secreted between them, leaving the trash and seeds upon the surface. These teeth are placed in the Cylinder tangentially to its axis, so that they always present Needle Points with Broad Backs. One of the peculiar features of this Gin is, that the sand and trash of the Cotton, instead of dulling the points of the teeth in the Cylinder, sharpen them. In connection with this Cylinder is a Stationary Straight Edge, which acts in concert with the toothed Roller, in the same manner as the Revolving Rollers do on the Sea Island Cotton, combing it under the Straight Edge, and straightening the fibre. The Cotton is then taken off the Cylinder with the Brush and thrown into the Lint Room in the usual way. Immediately over the top of this Straight Edge, and in close proximity to the toothed Cylinder, is an agitator which keeps the Seeds in constant motion, instead of the Lint moving them as is done by the "Saw Gin." The Machine is simple in its construction, no more liable to get out of order, and not as liable to take fire, as the Saw Gin. Anything can be placed in the breast of this Gin, such as sticks, trash, &c., without injuring it, as the Cylinder receives and takes forward nothing but the Lint, rejecting all extraneous matter. This is a novel feature in the Gin, and peculiarly adapts it to the wants of large planters, who are short handed, and gather their Cotton trashy, as it will increase the value of the Cotton from 1 to 1½c. per lb. more than that Ginned upon any other Machine; and if the Cotton is clean picked the value per lb. will be increased from ¾ to ¾c. per lb. This Gin will take through from 4 to 5 bales per day, ordinary running, and run with less power, and occupies much less room, than a Saw Gin of the same capacity. For further information apply to

sep-1y

ALFRED JENKS & SON,
Bridgesburg, Pa.

GREAT AND UNUSUAL INDUCEMENTS!!

In first class Engravings, will be made until further notice on all cash purchases of

LOOKING GLASSES, PICTURE FRAMES,

ENGRAVINGS, ARTISTS' MATERIALS, &c. &c.

Which will be sold independently of the deduction, at the lowest MARKET PRICES, and the privilege of selecting said deduction from an immense stock and great variety of FINE ENGRAVINGS, given to each purchaser.

In our *LOOKING-GLASS* Department may be had every variety of Pier, Wall, and Mantel Mirrors, Portrait and Picture Frames, Cornices, Bases, &c., of our own exclusive manufacture, from choice and original designs, not elsewhere to be obtained, and of superior quality.

In our *FINE ART* Department will be found first class impressions of all the finest European Engravings with a general assortment of desirable publications.

In our *ARTIST MATERIAL* Department will be found (of superior quality only) every requisite for the Artist, Amateur or Pupil.

The usual discount to the Trade and Schools. Orders by letter carefully filled and packed with the utmost care. To the economist, and all desirous of obtaining superior quality articles at moderate prices, the above presents unusual advantages.

WILLIAMS, STEVENS, WILLIAMS & CO.,
356 Broadway, New York.

may—

GLENN & CO.,

MANUFACTURERS OF

PERFUMERY, COSMETICS, AND TOILET SOAPS,

No. 726 Chestnut street, Philadelphia, .

Oldest established Manufactory of the kind in the United States.

DOUBLE EXTRACTS FOR THE HANDKERCHIEF, &c.; HAIR OILS AND POMADES; PREPARATIONS FOR THE TEETH; EAU LUSTRE HAIR RESTORATIVE; AROMATIC VINEGAR; FINE TOILET SOAPS, &c., &c.

Glenn & Co., would respectfully inform dealers that they can always find at their establishment, a very large assortment of goods in their line; and would assure dealers in them that all articles sold by them are manufactured of the purest ingredients, and by none but the most skilful and experienced workmen.

June—1y

SIMONS, COLEMAN & CO.,

1009 NORTH FRONT STREET, PHILADELPHIA.



Manufacturers of every description of WAGONS, CARTS, DRAYS, OX WHEELS, TIMBER WHEELS, WHEEL BARROWS, and TRUCKS. Orders sent by mail, or otherwise, will meet with prompt attention, and executed on the most liberal terms.

Agents.—Messrs. Phelps, Carr & Co., N. Orleans; Barnswell & Fitter, Mobile, Ala.; H. F. Baker & Co., Charleston, S. C.; A. Fromme & Co., Indianapolis.

J. Sorley, Galveston, J. J. Cain & Co., Houston, French and Grossbeck, San Antonio, Texas.

June—1y

BILLARD TABLES.

PHELAN'S

IMPROVED BILLIARD TABLES & COMBINATION CUSHIONS.

Protected by letters patent dated—

February 19, 1856. October 28, 1856. December 8, 1857. January 12, 1858.

The recent improvements made in these tables, make them unsurpassed in the world. They are now offered to the scientific billiard player as combining speed with truth, never before obtained in any billiard table. Sales-room 786 and 788 Broadway. Manufactory 53 Ann street.

may—

O'CONNOR & COLLENDER, Sole Manufacturers.

LARGEST SOUTHERN PIANO FACTORY.



WM. KNABE & CO.,

MANUFACTURERS OF GRAND AND SQUARE
PIANO-FORTES.

Salesroom, No. 207 Baltimore Street, between Charles
and Light Streets.

Factory, Nos. 1, 3, 5, and 7 North Eutaw Street, one
door from Baltimore Street.

These celebrated PIANOS have, at different Fairs
for several successive years, been awarded the HIGH-
EST PREMIUMS for excellence over all competition.
They have also been pronounced by S. Thalberg, the
most celebrated pianist in the world, and other distin-
guished artists, including M. Strakosch, G. Sattler, &c.,
to be equal if not superior to any in this country.

In every case we guarantee our Pianos to give en-
tire satisfaction.

Constantly on hand a fine assortment of MELO-
DEONS, of the best makers, at prices from \$45 to \$200.

Always for sale a large number of good SECOND-
HAND PIANOS, at prices ranging from \$75 to \$300.

may

WM. KNABE & CO.

BALTIMORE OYSTERS,

PUT UP BY

A. FIELD,

AT HIS OLD ESTABLISHED STAND,

300 West Lombard street,

BALTIMORE, MD.,

Warranted to keep twelve months in any climate.
Orders from the country solicited and promptly attend-
ed to.

The attention of merchants and dealers is called to
my article of COVE and SPICED OYSTERS, which
are superior to any in market, and I will sell on the
most reasonable terms. may—

ARMSTRONG, GATOR & CO.,

IMPORTERS AND JOBBERS OF

RIBBONS, MILLINERY, SILK GOODS,

BUCHESTRAW BONNETS, & FLATS.

NO. 237 BALTIMORE STREET, BETWEEN CHARLES
AND HANOVER STREETS.

BALTIMORE.

Our stock will be found unequalled in variety, extent,
and cheapness. Terms strictly six months, or 5 per
cent. off for par funds. may

TEACHER.

A Southern gentleman, a graduate of one of the first
Colleges in Virginia, and of experience in teaching,
desires a situation as Principal of an Academy or
neighborhood school; or, if the salary be sufficient, as
tutor in a private family. He is qualified to teach
Latin, Greek, French, Mathematics, or whatever is re-
quired in our best Academies. The best testimonials
as to character and qualifications can be furnished
from some of the first literary gentlemen of the South.

Those wishing to secure his services, will address

ABRAM B. VENABLE,

Oct-21

Farmville, Va.

P. W. SHEEFER,

POTTSVILLE, PENNSYLVANIA,

Formerly of the State Geological Survey of Penn-
sylvania,

Explores mineral lands, railroad routes, &c.

SURGICAL AND DENTAL INSTRUMENTS.
ELASTIC TRUSSES, &c.—The undersigned man-
ufacturer of every variety of INSTRUMENTS used by
the Surgical and Dental profession. Also dealer in
DENTAL FILES, FOIL, TEETH, SYRINGES,
BREAST-PIPES, SHOULDER-BRACES, FRAC-
TURE-APPARATUS, BANDAGES, MEDICINE-
CHESTS, SADDLE-BAGS, &c., &c.

F. ARNOLD,

may No. 15 South Sharp street, Baltimore, Md.

KERCHNER,
NO. 178 BALTIMORE STREET,

OPPOSITE LIGHT, BALTIMORE, MD.

Wholesale and Retail Manufacturer of Gentlemen's
Boots, Shoes, and Gaiters.

Drawings taken of the feet, and a good fit guaran-
teed. Boots sent to any part of the Union.
Excelsior is my motto. may—

JACOB HYLAND,

COMMISSION MERCHANT,

NO. 11, PATTERSON STREET,

may

BALTIMORE.

JESSE MARDEN,

SCALE MAKER,

SOUTHEAST CORNER OF

Charles and Balderston streets,

BALTIMORE.

The Southern trade will be supplied at reduced
prices. may

RECOMMENDED BY THE MEDICAL FACULTY.

TARRANT'S PREPARATIONS.

The attention of the Medical Profession and the Public is invited to the following preparations:

TARRANT'S EFFERVESCENT SELTZER APERIENT,

Prepared on an entirely new principle, from a late and accurate analysis of the celebrated Seltzer Spring in Germany, combining efficacy, economy, and portability, with such additions and improvements as will be found materially to increase its efficacy. This much esteemed and highly valuable preparation will not fail to effectually remove Dyspepsia or Indigestion, Bilious Affections, Headache, Heartburn, Acidity of the Stomach, Costiveness, Gout, Rheumatism, Loss of Appetite, Gravel, Nervous Debility, Nausea or Vomiting, Affections of the Liver, &c., &c.

TARRANT'S CORDIAL ELIXIR OF TURKEY RHUBARB

Takes its place as the best remedy for Dyspepsia or Indigestion of the present day; and, for its efficacy and safety, deserves the name of being, in truth, a Family Medicine. Those who suffer from excessive fatigue, mental anxiety, or intellectual application of whatsoever kind, will find it to be a medicine of extreme value. It is particularly recommended to those suffering from Bilious and Nervous Headache, Diarrhoea, Constipation, Flatulency, Indigestion, Summer Complaints, Cholera Morbus, &c., &c. The utmost reliance can be placed on it, both as to its innocent nature and highly curative qualities.

TARRANT'S INDELIBLE INK,

A superior article, warranted by the proprietor, and acknowledged by all who have tested it, to be the best article of the kind now in use.

TARRANT'S COMPOUND EXTRACT OF CUBEBS AND COPAIBA.

Sanctioned by popular opinion and high authority of the most distinguished of the medical faculty, it offers to the afflicted a remedy whose success has in every instance supported its deserved reputation. Being convenient and agreeable in its use, experience has proved that it retains in every climate its desirable and truly valuable character. It is in the form of a paste, is tasteless, and does not impair the digestion. It is prepared with the greatest possible care, upon well-tested principles. To persons following the sea, or going long voyages, this preparation possesses qualities far surpassing any other—neat and portable in form, speedy and efficacious in its operation, successful, both in the earliest and worst stages of the severest disease, while the usual nauseous taste and unpleasant odor of Copaiba is wholly avoided in this preparation.

Prepared and sold, Wholesale and Retail, by JOHN A. TARRANT, & CO., Druggists, 278 Greenwich, corner of Warren street, New York, and for sale by all the principal Druggists in the United States, British Provinces, West Indies, and South America.

THE GREAT ENGLISH REMEDY!!

THORN'S COMPOUND EXTRACT OF COPAIBA AND SARSAPARILLA.

Possesses advantages not enjoyed by any other medicine for the cure of sexual diseases, which must, with an enlightened public, render it assuredly highly popular, and a desideratum long sought for in the medical world. It needs no confinement or change of diet. In its approved form—that of paste—it is entirely tasteless, and causes no unpleasant sensation to the patient. It has acquired the utmost fame in almost every part of Europe—it has been examined, approved of, and sanctioned by the faculty of medicine, and recommended by the most eminent of the profession. Prepared by J. B. Thorn, Chemist, London; and for Sale, Wholesale and Retail, by JOHN A. TARRANT, & Co., Sole Agents for the United States, 278 Greenwich street, New York.

As the above valuable preparation has been extensively counterfeited by unprincipled parties in the United States,

TO
SECURE THE GENUINE,
OBSERVE
THIS LABEL,
BURNED IN
UPON THE
BOTTOM OF
EACH POT.



THE
STAMP AROUND EACH POT
WILL ALSO
BEAR THE NAMES
OF THE PROPRIETOR,
AND OF THE
UNITED STATES
AGENT.

Druggists and Dealers will observe on each Dozen Package the following Label:

IMPORTANT CAUTION.—The increased reputation and great demand for Thorn's Compound Extract of Copaiba and Sarsaparilla, have been inducements for others to offer imitations of this valuable Medicine. Venders are particularly warned of this fact, that they may be on their guard, and not dispose of any impure article, calculated to injure their reputation, and destroy the merits of the original preparation, to obviate which, the Subscriber, (successor to James Tarrant, by whom it was first introduced into the United States,) has attached his signature to this caution, to counterfeit which is forgery.

JOHN A. TARRANT.

For the above, address orders, with full directions for shipment, to
JOHN A. TARRANT, & CO., 278 Greenwich Street, New York.]

BUSINESS DIRECTORY—CHARLESTON, SOUTH CAROLINA.

J. M. EASON & BROTHER,

MANUFACTURERS OF

STEAM ENGINES AND BOILERS,

MACHINERY FOR RICE, SAW, SUGAR, AND GRIST MILLS,

CASTINGS IN IRON AND BRASS.

We also manufacture a *Patent Machine for Flowing and Draining Rice and Sugar Lands*, the cheapest and best machines known, and the performance guaranteed.

J. M. EASON, *cor. Columbus and Nassau sts., Charleston, S. C.*

feb—ly

O R C U T T ,

MANUFACTURER OF

LOOKING-GLASS, PORTRAIT, AND PICTURE FRAMES,

AND DEALER IN

LOOKING-GLASS PLATES, BRACKETS,

WINDOW CORNICES, ROOM MOULDINGS, &c.

Old Frames regilt equal to new.

mar—ly

186 King street, Charleston, S. C.

JOHN S. BIRD & Co.,

AT THE SIGN OF

THE GOLD SPECTACLES,

NO. 225, IN THE BEND OF KING STREET,

Has constantly on hand a general assortment of the following goods, for sale at as low prices as can be obtained in the city. Military goods, Looking-glasses, Picture frames, Looking-glass Plates of all sizes fitted to frames. Gilding and regilding. Spectacles to suit all ages and sights, Pebbles and periscope glasses fitted to frames. Surveyors' Instruments, Thermometers, Barometers, Telescopes and Microscopes; also, a choice collection of Engravings, which will be offered at low cash prices.

mar—ly

R. A. PRINGLE,

BOOT AND SHOE DEALER,

No. 177 East Bay, Charleston, S. C., opposite the Building of the New Custom House, one door from S. S. Farrar & Bro's.

The subscriber would invite the attention of Merchants and Planters, visiting this city, to his Stock of **BOOTS AND SHOES**, which will be sold at the lowest Manufacturer's price.

apr—ly

R. A. PRINGLE.

H. W. KINSMAN,

223 King st., Charleston, S. C.

Dealer in Curtain goods, Window Shade, Paper Hangings; also, agent for Grover & Baker's Sewing Machine.

mar—ly

T. M. BRISTOLL,

FASHIONABLE

BOOT, SHOE, AND TRUNK STORE,

(Sign of the Mammoth Boot.)

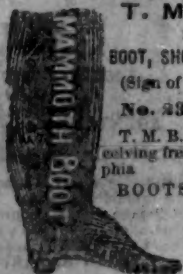
No. 232 King street.

T. M. B. will constantly be receiving fresh supplies of Philadelphia

BOOTS AND SHOES,

which are offered at fair prices.

mar—ly



WELCH & HARRIS,

BLANK BOOK MANUFACTURER AND

BOOK BINDERS,

No. 29 Broad street, Charleston, S. C.

Books bound in all varieties of style, from the plainest to those more richly gilt and ornamented Editions of Books bound in Embossed Muslin, plain or gilt.

S. B. WELCH.

H. HARRIS.

JAMES E. SPEAR,

Importer and Dealer in

FINE WATCHES, JEWELRY,

AND SILVER-WARE,

No. 225 King street, opposite Hasel,

CHARLESTON, S. C.

Diamonds and other precious stones reset; Gold and Silver Medals made to order.

DR. HOOFLAND'S CELEBRATED GERMAN BITTERS.

PREPARED BY

DR. C. M. JACKSON, PHILAD'A, PA.

WILL EFFECTUALLY CURE

LIVER COMPLAINT, DYSPEPSIA, JAUNDICE,

Chronic or Nervous Debility, Diseases of the Kidneys, and all diseases arising from a disordered Liver or Stomach.

The proprietor, in calling the attention of the public to this preparation, does so with a feeling of the utmost confidence in its virtues and adaptation to the diseases for which it is recommended.

It is no new and untried article, but one that has stood the test of a ten years' trial before the American people, and its reputation and sale is unrivalled by any similar preparations extant. The testimony in its favor given by the most prominent and well known Physicians and individuals in all parts of the country is immense, and a careful perusal of the Almanac, published annually by the proprietor, and to be had gratis of any of his Agents, cannot but satisfy the most skeptical that this remedy is really deserving the great celebrity it has obtained.

Dr. Hoofland's Balsamic Cordial will cure coughs, colds, &c.

Principal Office and Manufactory, No. 413 Arch street, Philadelphia, Pa.

For sale by Druggists and Storekeepers in every town and village in the United States.

apr—1y

M. W. BALDWIN.

M. BAIRD.

M. W. BALDWIN & CO., PHILADELPHIA,

Manufacture LOCOMOTIVE ENGINES of the most approved construction and perfect adaptation to all the variety of circumstances under which they can be usefully employed, ranging in weight from ten to thirty-six tons, and using one-half, two-thirds, three-fourths, or the whole weight for adhesion, as the grade of the road, or business to be done, may render desirable or necessary.

Plan A. & B, on 6 wheels, single pair of drivers and Truck.

Plan C, on 8 wheels, two pair of drivers and Truck.

Plan D, on 10 wheels, three pair of drivers and Truck.

Plan E, on 6 wheels, three pair of drivers.

Plan F, on 8 wheels, four pair of drivers.

The D & E are intended exclusively for freight, and are adapted to roads having heavy grades and curves of short radius. The temporary track over the Blue Ridge, connecting the Eastern and Western divisions of the Virginia Central Railroad, and having grades of 295 feet rise per mile, and curves of three hundred feet radius, has been successfully worked for nearly two years by six wheeled D Engines of our make.

The materials and workmanship, efficiency and durability, economy of fuel and repairs, are guaranteed equal to any other Engines in use.

We refer to the following Railroad Companies: N. O. J. & G. N. R. R. Co., New Orleans, Louisiana; M. & W. P., Montgomery, Ala.; M. & G., Columbus, Ga.; C. R. E. & B. Co., Savannah, Ga.; G. E. R. & B. Co., Augusta, Ga.; S. C. R. R. Co., Charleston, S. C.; Greenville & Columbia, E. R., Columbia, S. C.; W. & R., Wilmington, N. C.; Virginia Central R. R., Richmond, Va.; Pennsylvania R. R. Co., Philadelphia & Reading R. R., North Penn. R. R., Philadelphia Ger. & Nor. E. R., Beaver Meadow R. R., offices in Philadelphia, Belvidere Del R. R., N. J., and others.

apr—4f

MACHINISTS' TOOLS.

BEMENT & DOUGHERTY,

INDUSTRIAL WORKS,

2029 CALLOWHILL STREET,

PHILADELPHIA.

LATHES, PLANERS, Shaping, Slotting, Boring, Drilling, Wheel and Screw cutting; Punching and Shearing Machines; Wheel Presses, Cranes, Cupolas, Forges, Ladles, etc.

SHAFTING.—BEMENT'S PATENT IMPROVED ADJUSTABLE HANGERS, superior to any others in use; having both Vertical and Horizontal Adjustment, and Self Adjusting Ball and Socket Bearings.

CATALOGUES with full descriptions sent at request.

Refer to Messrs. Leeds & Co., Messrs. McCann & Patterson, New Orleans; Messrs. I. D. Spear & Co., Messrs. Skates & Co., Mobile; Gerard B. Allen, Esq., Messrs. Gaty, McCum, & Co., and others, St. Louis, and all the Southern and Southwestern Railroad Companies. apr—1y

IRON RAILING AND OTHER ORNAMENTAL IRON WORK.

WOOD & PEROT, *Philadelphia;*

WOOD, MILTENBERGER & CO., *New Orleans,*

Are prepared to furnish

IRON RAILINGS,

For Cemeteries, Churches, Public Squares, &c.;

VERANDAHs. BALCONIES. STAIRS. STATUARY. CHAIRS. SETTEES. TABLES.

VASES, LAMP POSTS, ANIMALS,

AND ALL DESCRIPTIONS OF

ORNAMENTAL IRON WORK,

At the very lowest prices; and having the largest Establishment in the United States, and the greatest variety of Patterns, offer every inducement to buyers.

The following Agents are prepared to give all necessary information, and are authorized to receive orders at our lowest prices.

Thomas Ellison, Mobile, Ala.
Robert Fletcher, Memphis, Tenn.
Wm. H. Goodrich, Augusta, Geo.
Wm. H. Sallisbury, "
Ross Crane, Athens, "
H. H. Linville, Savannah, "
D. B. Woodruff, Macon, "
Goetchius & Hodges, Columbus,
J. C. & R. B. Wood, Wilmington, N. C.

John T. Hall, Jackson, Miss.
Cobb, Manlove & Co., Vicksburg, Miss.
E. S. Wood, Galveston, Texas,
N. M. Kerr, Washington, D. C.
Bowie, Wright & Sharpe, Petersburg, Va.
Richard Hare, Yorkville, S. C.
W. S. Adams, Charleston, "
C. J. Eford, Greenville, "
Smith & Hughes, Nashville, Tenn. sept



BURGER & BOYLE'S

GREAT SOUTHERN

STEAM SAW MANUFACTORY,

Corner of Bird and Tenth streets,

Richmond, Virginia,

The only manufacturers of SAWS in the United States who give a full warrant on their work.

CIRCULAR SAWS OF ALL SIZES, from 4 to 72 inches in diameter. Also, every variety of Saws, sold at Northern prices.

Circulars sent by mail when requested.

Address **BURGER & BOYLE,**
Richmond, Virginia.

IMPORTANT CHANGE OF RAILROAD SCHEDULES, VIA COLUMBIA, CHARLOTTE, AND RALEIGH, TO WELDON.

On and after Tuesday, 6th of April, the following will be the Schedule between Columbia and New York:

Leave Columbia.....	7 00 P. M.	Leave New York.....	8 00 P. M.
Leave Charlotte.....	1 00 A. M.	Leave Philadelphia.....	1 00 P. M.
Leave Raleigh.....	9 00 A. M.	Leave Baltimore.....	5 00 P. M.
Leave Weldon.....	2 00 P. M.	Leave Weldon.....	12 00 M. (day.)
Arrive at New York, by either Petersburg or Portsmouth route.....	6 00 P. M.	Leave Raleigh.....	4 15 P. M.
oct		Leave Charlotte.....	12 00 M.
		Arrive Columbia.....	5 30 A. M.

STEPHEN MORRIS

THOS. T. TASKER, Jr.

(ESTABLISHED 1831.)



CHAS. WHEELER, Jr.,

S. P. M. TASKER

South Fifth and Franklin Streets. Warehouse and Office, No. 209 South Third Street, Philadelphia.
MORRIS, TASKER & CO.,

MANUFACTURE

Wrought Iron Water Tanks, 4 to 1 inches bore, for Steam, Gas, Water, &c., with T's, L's, Slopes, Valves, &c., with Screw Joints to suit tubes.
 Cast-iron Tanks, and fittings as above.
 Bolted Tanks, Lap Welded, 12 to 3 inches outside diameter, cut to special length, for use in Presses of Wrought Iron, screwed together, flush inside and out.
 Tanks of Iron, for boiling and evaporating by steam or hot water.
 Tanks of Cast-iron, for Blast Furnaces, and Tube-ends and fitted to plans and specifications.
 Water and Ventilation Steam Apparatus of the most approved plan for factories, Public buildings, Hotels, Private Dwellings, Green Houses, &c., constructed and adapted to the buildings to be warmed.
 Hot Water Apparatus. Tasker's Patent Self-Regulating Hot Water Apparatus, for Private Dwellings, School Houses, Hospitals, Green Houses, &c.

Gas Water Castings. Retorts and Bench Castings, for Coal Gas Works; Street Main, Branch, and Pipes, &c.
 Boilers of all Apparatus, for factories, Public buildings, Hospitals, and Private Dwellings.
 Artificial Water Pipes, of Cast Iron, 6, 8, 10, and 12 inches diameter, with wrought iron joints, and screw coupled, flush inside and out.
 Green House Pipes, &c., &c. Fire Doors and Frames, Hot Water Pipes for Boilers, and all kinds of Pipes, and all kinds of Castings.
 Water Tanks, Sinks, Sewer Pipes, Soil Pipes, and Water Closet arrangements.
 Sheet-iron Machinery, Drill Stocks, Blocks, and Dies, Taps, Reamers, Drills, Pipe Tongs, and a general assortment of Gas and Steam Fitters' Tools and Materials.
 April 1—den

BUSINESS DIRECTORY—PHILADELPHIA AND NEW YORK.

**JOHN A. TARRANT, } JOHN A. TARRANT & CO., { S. J. BILLINGS,
J. W. REMINGTON, } WILLIAM STEEL.**
DRUGGISTS AND APOTHECARIES, No. 278 Greenwich street, corner of Warren street, New York, proprietors and manufacturers of Tarrant's Effervescent Seltzer Aperient, Tarrant's Cordial Elixir Turkey Rhubarb, Tarrant's Indelible Ink, Tarrant's Compound Extract of Cubebs and Copaiba, Dr. Grover Coe's Eclectic Remedies. Sole agents for Thorn's Compound Extract Copaiba and Sarsaparilla, Fuller's Cochlearia for Fever and Ague.

WM. D. REICHNER'S
Fancy Cane and Spring-seat Chair Manufactory,
NO. 389 NORTH FRONT STREET, ABOVE VINE,
PHILADELPHIA.

All work manufactured of the best material, and sold, *wholesale and retail*, at the lowest cash price. June-17

PENNSYLVANIA STEAM SUGAR REFINERY,
CORNER OF RACE AND CROWN STREETS,
PHILADELPHIA.

Orders filled, at market prices, on delivery. (June-17) T. A. NEWHALL & CO.

A. REED,
BUILDERS' MILL,
MARSHALL & FRANKLIN AVENUE,
WAREROOM 215 NORTH SECOND STREET, PHILADELPHIA.

**DOORS, SASH, BLINDS, SHUTTERS, MOULDINGS,
BRACKETS, NEWELL POSTS, BALUSTERS, &c.**

Warranted of good material and workmanship.

Also Wood-working Machinery for Planing, Tenoning, Mortising, Working Mouldings, &c.
June-17



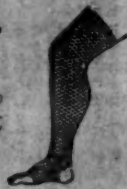
TRUSSES, SUPPORTERS, &c.

SUPERIOR FRENCH AND OTHER TRUSSES.

Spring and Lace Utero-Abdominal Supporters; Elastic Stockings, Knee-Caps, Anklets, Improved Shoulder Braces. Also, Spinal Instruments, Instruments for Club Foot, Bow Legs, Knock Knees, and all Surgical appliances, by

DR. W. A. DAYIS,
412 Race St., Philadelphia.

April-17



WHOLESALE LOOKING GLASS STORE.

JOSHUA COWPLAND,

Manufacturer and Dealer, continues his old business at No. 53 South Fourth St., between Market and Chestnut, where he offers at low prices, an extensive variety of Looking Glasses, in Gilt, Mahogany and Walnut Frames. Large French Plate Mirrors, plain and richly ornamented, Toilet Dressing and Swing Glasses, Gilt and Fancy Wood Portrait and Picture Frames. Looking Glass Plates by the Box, or in less quantity. Goods packed in the Safest manner and Insured against Breakage.

April-17

JOSHUA COWPLAND,
No. 53 South Fourth Street.

REESE'S MANIPULATED OR PHOSPHO-PERUVIAN GUANO. WARRANTED ONE-HALF BEST PERUVIAN.

Containing Ammonia 8 per cent., Phosphate of Lime 45 to 50 per cent.

The above fertilizer is Peruvian Guano, so modified as to remedy its radical defect, viz: that of exhausting the soil. Its finely pulverized condition, its superior permanent qualities and low price, must render it desirable to the consumers of guano.

To parties wishing further information, we will forward by mail a pamphlet, containing a demonstration of its superiority, based upon received principles of Agricultural Chemistry, with a detailed account of its production. We have no secret in its preparation, but submit it to an enlightened public upon principle and its own merits. The pamphlet may also be had of the following agents, who are also prepared to furnish the guano.

The extensive use of the above article for the two past years renders a more extended notice unnecessary.

The advantages we claim for this article over Peruvian Guano, and all other fertilizers are briefly the following: 1st. It is equal to Peruvian on the first crop. 2d. The product of grain will be better developed and heavier, because it affords an abundance of the element which forms the grain. (Phosphate of Lime,) which is not the case with Peruvian. 3d. It is far more permanent in effect, because it contains nearly double the quantity of Phosphate of Lime. 4th. Being in a finely pulverized condition, and free from lumps, a uniform distribution may be made over a field. 5th. There is no loss from lumps, every particle being available, and it requires no preparation by pounding, sieving, &c., to render it fit for use. 6th. It is superior to all manufactured articles, because it contains more Ammonia, and more Phosphates, and is the natural guano. 7th. It is cheaper!

The article is put in strong bags of convenient size, and sold by the ton of 2,000 lbs. Its price will vary with that of Peruvian and the Phosphatic Guanos.

JOHN S. REESE & CO., Office 77 South street, up stairs, Baltimore.

Supplies may be obtained from the following authorized Agents:

J. G. Waters & Co., Georgetown, D. C.; Jas. H. Besant & Co., Point Rocks, Md.; A. K. Phillips & Co., Fredericksburg, Va.; E. T. Winston & Co., Richmond, Va.; Peebles & White, Petersburg, Va.; Wm. A. Miller, Lynchburg, Va.; Eowland & Reynolds, Norfolk, Va.; H. Morfitt, Tarboro', N. C.; De Rosset & Brown, Wilmington, N. C.; Jas. Gadaden & Co., Charleston, S. C.; Wheat & Bro., Alexandria, Va.; Acree & Turner, Walkerton, Va.

CHANGE OF SCHEDULE

TO TAKE EFFECT ON GEORGIA RAILROAD, DECEMBER 28, 1857.

Leave Augusta.... 9 30, a m and 4 00 p m
Arrive at Atlanta... 11 36, a m and 1 04 a m
Leave Atlanta.... 12 00, a m and 10 00 a m
Arrive at Augusta... 8 56, a m and 7 00 p m

Sunday trains leaving Augusta 4 p m and Atlanta 12: Night, discontinued. (The 2 30 a m train from Augusta connects through to Memphis.)

Connects with South Carolina railroad.

Arrive at Augusta... 1 00, a m and 9 30 p m
Leave Augusta.... 10 00, a m and 8 05 p m

Western and Atlantic railroad.

Arrive at Atlanta... 11 32, p m and 9 33 a m
Leave Atlanta.... 1 45, a m and 12 30 p m

Atlanta and LaGrange railroad.

Arrive at Atlanta... 10 15, p m and 7 00 a m
Leave Atlanta.... 2 00, a m and 1 00 p m

Macon and Western railroad.

Arrive at Atlanta... 6 30, a m and 5 50 p m
Leave Atlanta.... 12 00, p m and 12 Night.

Sept-3m

Athens Branch—Sundays excepted.

Leave Augusta..... 9 30, Night.
Leave Atlanta..... 12 00, Night.
Arrive at Athens..... 10 30, Day.
Leave Athens..... 12 00, Night.
Arrive at Augusta..... 9 00, Morning.
Arrive at Atlanta..... 11 34, Morning.

Washington Branch—Daily Train—Sundays excepted.

Leave Augusta..... 9 30, Night.
Leave Atlanta..... 12 00, "
Arrive at Washington..... 7 35, Morning.

On Mondays, Wednesdays, and Fridays, an extra train leaves Washington at 1 45 evening, and connects with the down day passenger train from Atlanta and returning to Washington at 5 45 evening.

Warrenton Branch—Sundays excepted.

Leave Augusta..... 4 00, Evening.
Leave Atlanta..... 10 00, Morning.
Arrive at Warrenton..... 8 00, Evening.
Leave Warrenton..... 8 30, Evening.
Arrive at Augusta..... 7 00, Evening.
Arrive at Atlanta..... 1 14, Night.

GEORGE YOSGE, General Superintendent.

NEW YORK AND HAVRE STEAMSHIP COMPANY.

1852.			1853.			1855.		
LEAVE NEW YORK.			LEAVE HAVRE.			LEAVE SOUTHAMPTON.		
Arago,	Saturday,	June 26th	Fulton,	Tuesday,	June 30th	Fulton,	Wednesday,	June 30th
Arago,	"	July 24th	Arago,	"	July 27th	Arago,	"	July 29th
Fulton,	"	Aug. 31st	Fulton,	"	Aug. 24th	Fulton,	"	Aug. 26th
Fulton,	"	Sept. 18th	Arago,	"	Sept. 31st	Arago,	"	Sept. 23d
Arago,	"	Oct. 16th	Fulton,	"	Oct. 19th	Fulton,	"	Oct. 20th
Fulton,	"	Nov. 13th	Arago,	"	Nov. 16th	Arago,	"	Nov. 17th
Arago,	"	Dec. 11th	Fulton,	"	Dec. 14th	Fulton,	"	Dec. 14th
1850.			1850.			1850.		
Fulton,	Jan.	8th	Arago,	Jan.	11th	Arago,	Wednesday,	Jan. 12th
Arago,	"	Feb. 5th	Fulton,	"	Feb. 8th	Fulton,	"	Feb. 9th
Fulton,	"	March 5th	Arago,	"	Mar. 8th	Arago,	"	March 9th
Arago,	"	April 2d	Fulton,	"	April 5th	Fulton,	"	April 6th
Fulton,	"	April 20th	Arago,	"	May 8d	Arago,	"	May 4th
Arago,	"	May 28th	Fulton,	"	May 31st	Fulton,	"	June 1st
			Arago,	"	June 25th	Arago,	"	June 29th

From New York to Southampton or Havre, 1st cabin.....	\$180
" " " " 2d do	75
From Havre or Southampton to New York, 1st. do	700 frs.
" " " " 2d do	350 frs.

For freight or passage, apply to—

W. S. DRAYTON, Agent, 7 Broadway,
WILLIAM ISELIN, Havre,
GROSKEY & CO., Southampton,
AMERICAN EUROPEAN EXPRESS CO., Paris.

(DANIEL HARRIS, PATENTEE.)

G. C. MUNSON, Agent.

P. S. Circulars and samples of work by mail if desired.

Sept

PETER LORILLARD.

SNUFF AND TOBACCO MANUFACTURER,

NO. 42 CHATHAM STREET, NEW YORK.

On application as above, a circular of prices will be sent.

BUSINESS DIRECTORY—PHILADELPHIA.

WM. WILSON & SON,
MANUFACTURERS OF
SILVER WARE,

[ESTABLISHED 1819.]
S. W. Cor. of Fifth and Cherry Sts.,
PHILADELPHIA.

Importers of Plated and Britannia Ware.

apr-1y

BEGGS & ROWLAND,
MANUFACTURERS OF
WAGONS, DRAYS, AND CARTS,
AND ALL KINDS OF

IRON AND STEEL WORK,

NOS. 338 & 340 NORTH FRONT STREETS,

Between Vine and Callowhill Streets,

apr-1y

PHILADELPHIA.

A. PARDEE & CO.,
COAL DEALERS,
NO. 303 WALNUT STREET, PHILADELPHIA,
CRANBERRY, }
SUGAR LOAF, } **COALS.** { A. PARDEE, JR.,
HAZLETON, } { J. C. FELL,
Philadelphia.

These Superior Coals are Mined and Shipped exclusively by ourselves. [ap-1y

COLBERT'S
Envelope and Bag Manufactory and Printing Office,
123 (late 55) South Fourth street, below Chestnut,
PHILADELPHIA.

Engraving, Envelope Printing, Homeopathic Envelopes, Flour and Salt Bags, &c.,
made and printed. Also, Paper Bags for Groceries, Garden Seeds, &c. apr-1y

LETTERS BY STEAM.

SIGNS! SIGNS!

AT THE

UNITED STATES STEAM CARVED BLOCK LETTER EMPORIUM.

No. 35, South Third Street,

PHILADELPHIA.

Where every variety of House and Sign Painting, Graining, Glazing, Gilding, Bronzing, &c., is neatly executed.

WM. C. MURPHY has on hand the largest and best assortment of Carved Block Letters in the United States. He can supply them beautifully finished for Signs (ready

packed for shipment) at 24 hours' notice. All orders promptly executed.

april-1y

WM. D. ROGERS,
COACH & LIGHT CARRIAGE BUILDER.

Manufactory, corner Sixth and Master streets; Repository, 1009 and 1011 Chestnut street,
Philadelphia. CARRIAGES of every description built to order, apr-1y





CHESNUT GROVE WHISKEY.

A desire to lessen the consumption of impure spirits, knowing their injurious effect on the constitution, has induced the offering to the public of an article, which the analysis of Professor CHILTON, analytical chemist, of New York, and Messrs. BOOTH, GARRETT & CAMAC, of Philadelphia, proves beyond all question to be the most pure and consequently least injurious Spirit ever offered the American public.

CERTIFICATE OF JAS. R. CHILTON.

I have analyzed a sample of CHESNUT GROVE WHISKEY, received from Mr. Charles Wharton, Jr. of Philadelphia, and having carefully tested it, I am pleased to state that it is entirely free from poisonous or deleterious substances. It is an unusual pure and fine flavored quality of Whiskey.

JAMES R. CHILTON, M. D., *Analytical Chemist.*

New York, September 3d, 1868.

PHILADELPHIA, Sept. 9th, 1868.

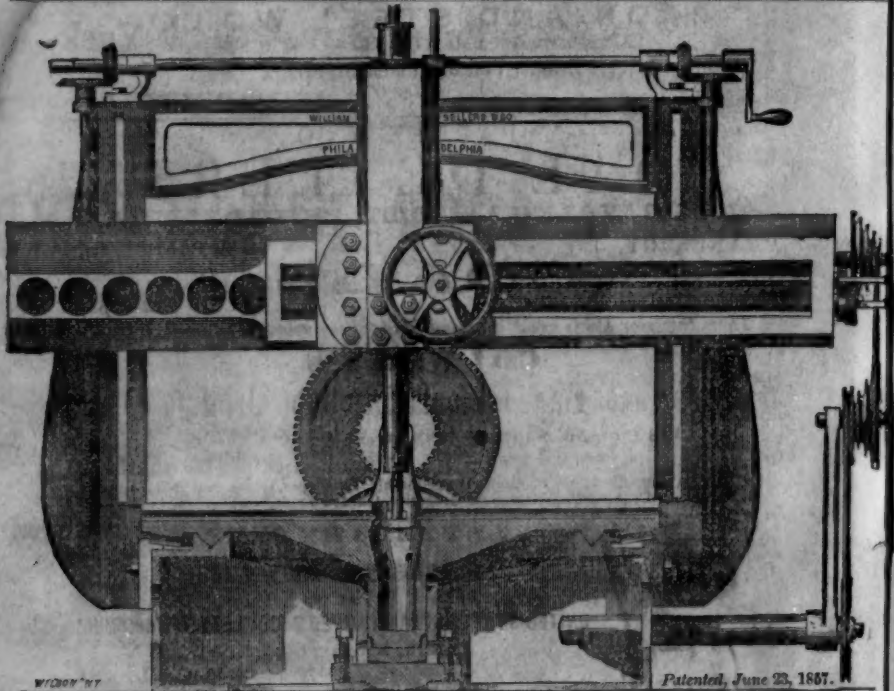
Dear Sir:—We have carefully tasted the sample of CHESNUT GROVE WHISKEY which you sent us, and find that it contains none of the poisonous substance known as Fossil oil, which is the characteristic and injurious ingredient of the Whiskeys in general use.

Yours respectfully,

BOOTH, GARRETT & CAMAC, *Analytical Chemists.*

To CHAS. WHARTON, Jr., No. 28 South Front Street, Philadelphia.

Oct.



W/2007'NY

Patented, June 23, 1867.

WM. SELLERS,

JOHN SELLERS, JR.

WILLIAM SELLERS & CO.

Penn'a Avenue & 16th St. Philad'a,
MANUFACTURE
ENGINEERS & MACHINISTS' TOOLS
IMPROVED SHAFTING,

With Self-adjusting Bearings and Double Cone Couplings, to admit of easy attachment,

Also, Railway Turning and Sliding Tables and Pivot Bridges.

The Turn Tables and Pivot Bridges fitted with Parry's Patent Anti-Friction Box.

LEADING SOUTHERN HOUSE OF NEW YORK.

EASTMAN & LLOYD,

Commission Merchants,

AND

DEALERS IN PROVISIONS,

40 & 42 Broad Street, New York,

OFFER FOR SALE :

PORK, BEEF, BACON, LARD,

SIDES, HAMS, SHOULDERS, &c.,

CHOICE FAMILY HAMS,

Stagg & Shays, Phipps, N. W. Thomas, Gerard, and other Brands,

PLAIN CURE FAMILY HAMS,

SHIPPING HAMS,

REFINED LARD, EXTRA QUALITY,

FOR SHIPPING TO WARM CLIMATES.

LEADING SOUTHERN HOUSES OF NEW YORK.

A. BRIDGES & Co.,

MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR FINDINGS,

OF EVERY DESCRIPTION,

64 Courtlandt Street, New York.

LOCOMOTIVE AND HAND LANTERNS.—COTTON DUCK FOR CAR COVERS.—ENAMELED HEAD LININGS.
FLUSHES.—BRASS AND SILVER TRIMMING.—WHEELS, AXLES, BOLTS, NUTS, WASHERS,
BRIDGE AND SHIP BOLTS; ALSO, IRON FORGINGS OF VARIOUS KINDS, ETC.

ALBERT BRIDGES.

JOEL C. LANE.

WM. SMITH BROWN & Co.,

WHOLESALE DEALERS IN

BOOTS AND SHOES,

No. 29 CHAMBERS STREET,

East of Broadway,

NEW YORK.

WM. SMITH BROWN.

DE WITT C. LAWRENCE.

CARROLL, HERRICK & MEAD,

LATE PIERSON & CARROLL,

WHOLESALE DEALERS IN

GENTLEMEN'S AND YOUTHS'

CLOTHING,

49 Chambers Street,

NEW YORK.

ALLEN, McLEAN & BULKLEY,

IMPORTERS AND WHOLESALE DEALERS IN

Foreign and Domestic

DRY GOODS,

49 Chambers Street,

WILLIAM ALLEN.

JAMES McLEAN.

WALTER H. BULKLEY.

NEW YORK.

BULKLEY, FISKE & CO.,

WHOLESALE GROCERS.

No. 51 Vesey Street, New York.

IMPORTERS OF BRANDIES, WINES AND LIQUORS OF ALL DESCRIPTIONS,

Also of Fine Havana Cigars,

AGENTS FOR SALE OF VIRGINIA MANUFACTURED TOBACCO,

AND DEALERS IN

FINE GROCERIES OF EVERY DESCRIPTION,

SUITABLE FOR SOUTHERN TRADE.

CYRUS J. LAWRENCE,

WHOLESALE DEALER IN

FANCY GOODS.

PERFUMERIES, JEWELRY, STATIONERY, &c.,

29 Chambers Street,

NEW YORK.

LEADING SOUTHERN HOUSES OF NEW YORK.

HENRYS, SMITH & TOWNSEND,

IMPORTERS AND JOBBERS OF

STAPLE AND FANCY DRY GOODS,

JOSHUA J. HENRY,
THOMAS U. SMITH,
WILLIAM H. TOWNSEND,
PHILIP HENRY, JUN.,
EDWARD FENNER,
JOHN J. TOWNSEND,
LEWIS B. HENRY.

17 & 19 Warren Street,

(A few doors West of Broadway.)

NEW YORK.

STRANG, MURRAY & Co.,

IMPORTERS AND JOBBERS OF

PINE GROCERIES,

FOR THE

SOUTHERN TRADE.

48 VESEY STREET,

(Second Block rear of the Astor House.)

NEW YORK.

GEO. W. STOW,

SUCCESSOR TO STOW & SMART,

IMPORTER, JOBBER, AND DEALER IN

HARDWARE,

CUTLERY, GUNS,

SHOVELS, NAILS, HOLLOW WARE, &c.

No. 37 WARREN ST., near Broadway,

NEW YORK.

OSCAR CHEESMAN,

IMPORTER AND DEALER

IN

China, Glass & Earthenware,

145 DUANE STREET,

(Second Block west of Broadway.)

GEO. W. LIVELY.

NEW YORK.

NELIUS, CURRIER & SHERWOOD,

MANUFACTURERS OF AND WHOLESALE DEALERS

IN

BOOTS AND SHOES,

42 WARREN ST.,

NELIUS, }
CURRIER, }
SHERWOOD, }

New York.

C. W. FREDERICKSON,

COTTON BROKER,

78 Beaver Street, and 125 Pearl Street,

NEW YORK.

ANY TRANSACTIONS CONNECTED WITH COTTON ATTENDED TO.

THOMAS & FULLER,

WHOLESALE DRUGGISTS,

203 FULTON STREET,

WEST OF BROADWAY,

NEW YORK.

STATEN ISLAND

FANCY

DYEING ESTABLISHMENT.

BARRETT, NEPHEWS & CO.,

3 & 5 JOHN STREET (two doors from Broadway),

NEW YORK.

 Goods received and returned by express.

LEADING SOUTHERN HOUSES OF NEW YORK.

WM. G. LANE & Co.,

IMPORTERS AND JOBBERS OF

FANCY AND STAPLE DRY GOODS,

WM. G. LANE
EDW. H. LANE,
KEE BOYER,
JESSE G. LANE.

194 Broadway,

NEW YORK.

TIFFANY & Co.,

IMPORTERS AND MANUFACTURERS.

No. 550 BROADWAY, NEW YORK.

DIAMONDS AND OTHER PRECIOUS STONES,

FINE JEWELRY, WATCHES, CLOCKS, SILVER WARE, BRONZES, GAS FIXTURES,
ROSEWOOD AND LEATHER DESKS, DRESSING CASES, &c., RICH FANS,
OPERA GLASSES, and every Variety of FANCY GOODS.

Attention is particularly called to our SILVER WARE DEPARTMENT. Not only do we claim superiority as far as artistic design and perfect finish are concerned, but every article we now make is guaranteed equal to English sterling quality ¹⁰⁰⁰ fine—a feature which should not be overlooked by purchasers of Silver Ware in this country, where there is no legal restriction to regulate the standard.

WINDLE & CO.,

DEALERS IN AND IMPORTERS OF

T E A T R A Y S,

SILVER PLATED WARE,

FIRE IRONS, CUTLERY, MATS, HOLLOW WARE, HAMMOCKS, &c.

MANUFACTURERS OF

PLISHED TIN WARE, TOILET SETS, WATER COOLERS, BATHING APPARATUS, &c.

(Formerly of 35 & 58 Maiden Lane.)

No. 21 JOHN STREET (Between Broadway and Nassau Street),
NEW YORK.

GEORGE W. & JEHIAL READ,

MANUFACTURERS AND WHOLESALE DEALERS IN

HATS, CAPS, AND STRAW GOODS.

PARIS STYLE BONNETS,

FLOWERS, UMBRELLAS AND PARASOLS, &c.,

120 CHAMBERS and 50 WARREN STREETS, New York City.

FACTORY, 388, 390 & 392 BROADWAY, ALBANY, N. Y.

SCHANCK & DOWNING,

DÉPÔT AND AGENCY FOR

FRENCH PLATE GLASS

FOR STORES AND DWELLINGS;

ALSO,

FRENCH GLASS OF ALL SIZES,

45 & 47 CHAMBERS STREET,

NEW YORK.

LEADING SOUTHERN HOUSES OF NEW YORK.

C. B. HATCH, HILLER & MERSEREAU,

IMPORTERS AND JOBBERS OF

MEN'S FURNISHING GOODS,

AND MANUFACTURERS OF THE

GOLDEN HILL SHIRTS,

99 CHAMBERS STREET, Cor. Church St.,
NEW YORK.

JOHN F. SEYMOUR & CO.,

IMPORTERS OF AND DEALERS IN

CHINA, GLASS & EARTHENWARE,

78 WARREN STREET,

JOHN F. SEYMOUR.
ROBERT W. SEYMOUR.

NEW YORK.

READ TAYLOR & Co.,

IMPORTERS AND WHOLESALE DEALERS IN

WATCHES, CLOCKS, FINE JEWELRY,

Precious Stones,

AND FANCY GOODS.

9 MAIDEN LANE, New York.

A. LONGETTE,

34 CLIFF STREET NEW YORK,

DEALER IN

Peruvian, Glide Island, and Mexican

G U A N O,

SUPERPHOSPHATE OF LIME,

AGRICULTURAL IMPLEMENTS.

HIGGET & CLARK,

Carriage Manufacturers,

REPOSITORY, 442 BROADWAY,

MANUFACTORY, 47 & 49 GREENE STREET.

LEADING SOUTHERN HOUSES OF NEW YORK.

MASURY & WHITON,
MANUFACTURERS OF
WHITE LEAD, ZINC, AND COLORS,

Importers of English, French and German

Brushes, Canvasses, Oil and Water Colors,
ARTISTS' MATERIALS OF EVERY DESCRIPTION,

No. 111 Fulton Street, and 50 Ann Street,

Catalogues and Price Lists sent on Application.

NEW YORK.

CRENOBLE FIRE HOSE.



This superior Hose manufactured of the finest of Hemp, without seam, is especially adapted for the use of FIRE ENGINES and FORCE PUMPS, MILLS and MANUFACTORIES, STEAMBOATS and RAIL ROADS, HOTELS and GARDENS, and other HYDRAULIC purposes. Its advantages over other Hose are its Lightness and CHEAPNESS, costing less than

ONE HALF of the price of leather hose, with the same durability.—Certificates of its efficiency from JESSE GAY, Esq., Chief Engineer of the Brooklyn Navy Yard, Lieut. G. B. BALCH, JOHN RAINBOW, and ABEL G. DAVIS, Esqs., Washington Navy Yard, ALFRED CARSON, Esq., Ex-Chief Engineer, New York Fire Dept., HAML. A. FRENCH, Esq., Chief Engineer, Jersey City, N. J. Fire Dept., JAMES B. FRANCIS, Esq., Agent and Engineer of Locks and Canals, Lowell, Mass., and numerous other practical and experienced parties, can be examined at my office. I also refer to ALFRED BRLANGER, Esq., Chief Engineer, New Orleans, La., Fire Dept.

CHARLES LENZMANN, Sole Agent for the United States and the Canadas,
54 CEDAR STREET, New York.

SAMUEL P. AYRES,
MACHINIST AND MANUFACTURER OF

S T O P C O C K S
and Fire Hydrants,

Nos. 176 and 178 RIVINGTON STREET,

Corner of Attorney Street,

NEW YORK.

J. F. BROWNE & CO.,
H A R P M A K E R S.
WAREROOMS, 295 BROADWAY,
NEW YORK.

Strings, Music, and every Requisite for the Harp.

PRICES AND DESCRIPTIONS FORWARDED BY MAIL FREE.
ESTABLISHED 1810.

R. R. R.

R. R. R.—Radway's Ready Relief for Headaches, whether sick or nervous; Rheumatism, Diarrhoea, Dysentery, Cholera Morbus, Cramps, Influenza, Bloody Flux, Paralysis, Lumbago, Gout, Neuralgia, Toothache, Small Pox, Fevers, Swollen Joints, Kidney Complaints, Scarlet Fever, Pains around the Liver, Pleurisy, Measles, Heartburn, and Pains of all kinds. Radway's Ready Relief will, in a few minutes, change the miseries you suffer to joys of pleasure.

R. R. R.—Radway's Renovating Resolvent, for the cure of chronic diseases—such as Scrofulous and Syphilitic complaints, Consumptive and other affections of the Lungs and Throat, Induration and Enlargements of parts, Eruptive and other diseases of the Skin, Nodes, Tumors, Ulcers, Dyspepsia, and all other diseases arising from an impure state of the Blood.

R. R. R.—Radway's Regulators will cure, effectively and speedily, Costiveness, Indigestion, Painter's Cholic, Lead Diseases, Inflammation of the Bowels, Dyspepsia, Liver Complaint, Diseases of the Heart and Kidneys, Female Complaints, Small Pox, Fevers, Measles, etc. etc. Whenever the system is out of order, or the blood impure, a dose of Radway's Regulators will restore it to regularity, and purify and cleanse the blood. No female should be without them.

R. R. R. Remedies are sold by Druggists and Merchants everywhere.

RADWAY & Co., 162 Fulton Street, New York.

LEADING SOUTHERN HOUSES OF NEW YORK.

JAMES T. WRIGHT,

227 GREENWICH STREET (one door below Barclay), N. Y.,

IMPORTER, MANUFACTURER, AND DEALER IN

DRUGGISTS' FLINT AND GREEN GLASSWARE,

AMONG WHICH MAY BE FOUND

TINCTURES, SALT-MOUTHS, SPECIE JARS, VIALS, SYRINGES, BREAST PIPES, NURSING BOTTLES, SHOW BOTTLES, CARBOYS, &c., &c.

ALSO A COMPLETE ASSORTMENT OF

Crockery Dealers' Glassware, Kerosene Lamps, Chimneys, and Wick.

WOLFE, DASH & FISHER,

SUCCESSORS TO WOLFE, GILLESPIE & CO.,

IMPORTERS AND JOBBERS OF

FOREIGN AND DOMESTIC HARDWARE,

FINE SHEFFIELD CUTLERY,

GILLESPIE'S CELEBRATED GUNS, PISTOLS & RIFLES,

SUPERIOR C. S. PLANTER'S HOES, CHAINS AND HEAVY GOODS,

J. WOLFE.
J. R. DASH.
F. A. FISHER.

38 Warren Street,

NEW YORK.

TREDWELL & JONES,

MANUFACTURERS OF

AGRICULTURAL IMPLEMENTS

AND PLANTATION MACHINERY,

DEPOT, 251 PEARL STREET, NEW YORK.



WEST'S IMPROVED PUMP,

MANUFACTURED AND SOLD BY

GAY & WEST,

118 Maiden Lane,

NEW YORK.

The most Simple, Durable, Powerful and Cheapest Pump
in use, either for Wells, Factories, Steamboats, Vessels, Mines, &c.

We are now using West's Improved Pump, after trying two other kinds, to force water into the upper story of our Banking House, and we find it answers the purpose much better than any we have tried.
New York, Nov. 16th, 1857. DUNCAN, SHERMAN & Co.

Office of the Muscan Hair Co., Harlem, Nov. 14th, 1857.—Messrs. A. W. Gay & Co.—Gents: We are pleased with West's Improved Pump we had of you for our Factory, and that after the unsuccessful trial of others. It costs less, works easier, and needs less repair than any other within our knowledge. It has now been in use over a year, pumping alternately from well and cesspool, clean and dirty water, having a pipe from each, and has cost nothing for repair, never even been choked.
SAML BARKER, Pres.
DAVID HOUSTEN, Engineer.

New York, Nov. 11th, 1857.—Messrs. A. W. Gay & Co.—I have in use four of your pumps, and find them equal to the recommendation. One of "West's Improved" is worked by wind power, forcing water to an elevation of about one hundred feet, and to the distance of nearly one thousand feet. I believe the Pump capable of performing all that your advertisement states, and I don't hesitate to add my testimony of its efficiency to the numerous recommendations in your possession. W. B. DINSMORE, (of Adams & Co.)

New York, Nov., 1857.—We are using three of West's Improved Pumps at our Alcohol and Camphene Distillery in this city, and can recommend them as easy to work and powerful in action. I prefer them to all others.
JAMES A. WEBB, 229 & 230 West Street.

IN A DEEP WELL.—I can confidently recommend it as the best on my farm, and that is saying much in its favor, as I have several that I thought unexceptionable.
R. L. PELL, Pres. Am. Inst.

AT RAILROAD STATION.—Railroad Office, Flushing, Nov. 11th, 1857.—After using other kinds of Pumps, we are now, and for sometime past have been, using West's Improved Pump, for filling our water tanks on the Flushing Road, and I can cheerfully recommend them as cheap, simple, durable, and very efficient. I prefer them to all others.
WM. M. SMITH, Supt.

ON SHIPS.—I would rather use your Pumps, as I consider them best.
Myatic Bridge, Oct. 18th, 1857.

C. H. MALLORY, Ship Builder.



WHEELER & WILSON'S SEWING MACHINES.

OFFICE, 343 BROADWAY, N. Y.

NEW AND VALUABLE IMPROVEMENTS

Send for a Circular.

DIAGRAM OF THE LOCK STITCH.



This is the only stitch that cannot be raveled, and that presents the same appearance upon each side of the seam. It is made with two threads, one upon each side of the fabric, and interlocked in the center of it.

NEW STYLE MACHINE, \$50.

We prefer them for family use.—*Tribune*. They are the favorites for families.—*Times*. They have no rival.—*Scientific American*. Works more uniformly than the hand.—*Herald*. Do the work of ten ordinary sewers.—*Four Corners*. Equal to nine seamstresses.—*Home Journal*. An almost perfect instrument.—*Evening Post*. The machine, for family use.—*Advocate and Journal*. Most honorable to American genius.—*Independent*. We cannot imagine any thing more perfect.—*Ecwig*. Will give entire satisfaction.—*Observer*. The best ever invented.—*Christian Inquirer*. In looking for the best, see these.—*Examiner*. Admirably adapted for family use.—*Chronicle*. Indispensable in every family.—*The Preacher*. We praise it with enthusiasm.—*Christian Intel.* Worthy of the highest award.—*Sabbath Recorder*. A benefaction of the age.—*Putnam's Monthly*. Magical in operation.—*Mrs. Stephens' Monthly*. Beyond all questions, the machine.—*Life Illustrated*. The stitch cannot be unravelled.—*Am. Agricult.* They maintain the pre-eminence.—*Express*. Saves the time and health of ten women.—*W. Over*. Our household is in ecstasies with it.—*Porter's S. Y.* Supply the fashionable world.—*News*. Are pre-eminently superior.—*Ladies' Visitor*. One of our household gods.—*U. S. Journal*. Unrivalled in every quality.—*Day Book*. Pretty, useful, magical.—*Leslie's Gazette*. Have no equal for family use.—*Musical World*. A triumph of mechanical genius.—*N. Y. Journal*. Combine every requirement.—*Family Magazine*. Vastly superior to all others.—*Golden Price*. Are without a rival.—*Am. Phren. Journal*. We entirely prefer them.—*Mother's Journal*. We can not tire in its praise.—*New-Yorker*.

GROVER & BAKER'S

CELEBRATED

Family Sewing-Machines,



495 Broadway, New-York.

18 Summer Street, Boston.
730 Chestnut Street, Philadelphia.
137 Baltimore Street, Baltimore.
58 West Fourth Street, Cincinnati.

Agencies in all the principal cities and villages in the United States.

A NEW STYLE—PRICE, \$50.

These Machines sew from two spools, and form a seam of unequalled strength, beauty, and elasticity, which will not rip, even if every fourth stitch be cut. They are unquestionably the best in the market for family use.

SEND FOR A CIRCULAR.

OPINIONS OF THE PRESS.

Grover & Baker's is the best.—*Amer. Agriculturist*. To all of which the *Tribune* says, Amen.—*Tribune*. It is all that it claims to be.—*Independent*. It finishes its own work—others do not.—*Home Jour.* We give it the preference.—*American Baptist*. It needs to be seen to be appreciated.—*Phoen. Jour.* Adapted for woolens, linen, or cotton.—*Amer. Monthly*. We like Grover & Baker's best.—*Ladies' Wealth*. "Which is the best?" Grover & Baker's.—*Dispatch*. Superior to all others.—*Mercury*. We have no hesitation in recommending it.—*Express*. It requires no re-spooling.—*Evangelist*. For family use they are unrivalled.—*Daily News*. They sew a seam that will not rip.—*Courier*. It performs nobly and expeditiously.—*Examiner*. Remarkable for firmness of seam.—*Gazette*. Adapted to all kinds of family sewing.—*Observer*. Best adapted for family use.—*Day Book*. We do not hesitate to recommend it.—*Chronicle*. It sews strongly, and does not rip.—*Life Illustrated*. The prince of inventions.—*Prof. Churchman*. It is woman's best friend.—*Weekly News*. We give our preference to Grover & Baker's.—*Student*. The most blessed invention.—*Mother's Magazine*. It makes pleasure of toil.—*Evening Post*. The favorite for family use.—*Brooklyn Star*. We highly appreciate their value.—*American Miss*. It sews a seam that will not rip.—*Wash. Union*. Cannot be too highly recommended.—*Tenn. Baptist*. Grover & Baker's is the best.—*Huntingdon Journal*. The best in use.—*Fulton Journal*. Able to get out of order.—*Westchester Jeff*. Most convenient in use.—*Chicago News Letter*. Best and best.—*Easton Whig*. A successful invention.—*Binghamton Rep.* To be managed and understood.—*Fort Plains Reg.* Grover & Baker's is the best.—*Greenwich Democrat*. Has given entire satisfaction.—*Catskill Examiner*. Grover & Baker's is easily managed.—*Fluch. Times*. Purchase a Grover & Baker.—*Elmira Gazette*. Will do most beautiful sewing.—*Allentown Dem.* It will not get out of order.—*Auburn American*. Commend us to Grover & Baker's.—*Springfield Nonp.* It is a deed of emancipation to woman.—*Elizabethtown Jour.* Will do better sewing than by hand.—*Geneca Courier*. Will do all the sewing of a family.—*Oswego Palladium*.

DRUGS, CHEMICALS, PAINTS, OILS, &c.
O. O. WOODMAN, WHOLESALE DRUGGIST,
 CORNER OF COMMON AND MAGAZINE STREETS, NEW ORLEANS,
 SOLE IMPORTER AND DEALER IN

CHINA DRUGS, SELECTED MEDICINE, PURE CHEMICALS, AND ESSENTIAL OILS.

Arrangements have been made to receive direct from the source a regular supply of

CONDENSED WATER.

PAINTS, OILS, AND WINDOW GLASS.

20,000 pounds Pure White Lead.	600 gallons French Turpentine.
10,000 pounds No. 1 White Zinc Paint.	1,500 gallons English Linseed Oil.
5,000 pounds French Snow White Zinc.	50 casks English Venetian.
20 casks French Yellow Ochre.	60 barrels Lamp Black.
5 barrels Copal Varnish.	1,000 boxes French Window Glass, assorted
4 barrels White Damar Varnish.	sizes, 8 by 10 to 24 by
3 barrels Japan Varnish.	100 kegs Yellow Ochre, in oil.
2 barrels Coach Varnish.	100 kegs Venetian Red, in oil.

Together with all the various colors, dry and in oil. All of which will be sold at the VERY LOWEST MARKET RATES.

Those who are building Fine Houses are recommended to examine the first quality of French Glass, which is nearly equal to American Crown Glass, and at half the price. I import this article direct from one of the Largest Manufacturers in Europe.

**THE GREAT COUGH REMEDY,
 CHERRY EXPECTORANT.**

The following original letter was handed to us for publication. A remedy which can elicit such testimonials, must be a good one:

Dr. O. O. WOODMAN, New Orleans:

GALVESTON, TEXAS, April 25, 1856.

My Dear Sir: In justice to you and a duty I owe to a suffering and, I may say, a world of coughing people, I state what your invaluable Cough Remedy—your Cherry Expectorant—has done for me, when all other remedies have failed to give any relief. In the fall of 1847, living in St. Louis, where I have resided most of the time for the last sixteen years, I took a severe cold which settled on my lungs, and was confined to my bed, and dined and blistered by doctors for several weeks, but finally got on my legs again, but not cured of my hard coughing, and rattling and tickling in my throat, which continued incessantly for more than six months, always the worst in the winter. My friends insisted I had coughed enough to kill a dozen common men, and that I must be in the last stages of consumption. I made up my mind I must cough my life away. I left St. Louis in December last to travel and spend the winter in the South. When I called at your store in Vicksburg, you will recollect, I was coughing so hard I could not talk to make my business known. You said that you would cure my cough. As you gave me a bottle of your Cherry Expectorant, I thought I would not slight you and your medicine so much as not to try it; and in thankfulness shall I ever remember the day I did so. In but a few days it began to allay and diminish my cough and all tickling in my throat; and before I had used more than three-fourths of the contents of that bottle, I was entirely cured, and for weeks I did not even raise a cough, though exposed day and night, in all weathers, in travelling. However, in March, while travelling in North Carolina, I took a severe cold, and my coughing commenced again, and also the tickling in my throat, at intervals; and before my arrival in New Orleans, on the 12th inst., on some nights my coughing would commence and continue for an hour or two. I soon procured another bottle from you, and in less than two days I was entirely relieved again. I am now determined to always keep a bottle on hand, and in the commencing of a cough, a very few small doses will relieve it entirely. I am now fully satisfied it is the best cough remedy now known to the world, and it is a duty you owe to the suffering part of the human family, to put so valuable a remedy within the reach of all. It soon be upon the tongue of tens of thousands of joyful and coughless happy mortals should be brought before the public.

I am, dear sir, respectfully yours,

JODWARR, of St. Louis, Missouri.

O. J. WOOD & CO., WHOLESALE AGENTS, ST. LOUIS,

And for sale by all Druggists in the South and Western States.

O. O. WOODMAN,

Corner of Common and Magazine Streets, Sole Proprietor.

DE BOW'S REVIEW.

Prospectus of the New's Review.

N. O., VOL. XXV.—NEW SERIES, VOL. I.

ADAPTED PRIMARILY TO THE SOUTHERN AND WESTERN STATES OF THE UNION.

Containing Statistics of Foreign and Domestic Industry and Enterprise.

PUBLISHED MONTHLY IN NEW ORLEANS AND WASHINGTON CITY.

Terms, \$5 per annum, in advance.

Postage Two Cents a Number, if Prepaid Quarterly.

NOTICE TO SUBSCRIBERS AND POSTMASTERS.

To **Subscribers**.—If our subscribers will follow a few plain rules, accounts between us will be kept clear and simple.

1. Hold the Receipts on the cover, and if your name does not appear in two months after payment, inform the office at Washington of the fact, and how the payment was made. (Notify the office when a number has failed to come to hand.)

2. Remit without waiting for agents. When you pay an agent, be sure that his credentials are right.

3. If you write to the office, give the name of the office to which your Review is sent; and if you desire time, give the notice of three months which is required, and pay up all arrears. Should numbers afterwards come to hand, send that they are returned by the next mail.

To **POSTMASTERS**.—The moment a Review is refused at your office, give notice as the law requires, or return the number with explanation. This is especially requested from all.

Our travelling agents are: James Deering, E. W. Wiley, Israel E. Jones, and C. W. James, (with whose aid acting under them.) Professor Stockrath will make a general Southern tour, and is warmly recommended to all of our subscribers. T. Wash, Smith, and W. B. Crooks, agents.

PAYMENTS SINCE 1ST OCTOBER.

Alabama.—To January, 1850—Dr C. C. Steel, \$46; Dr F. A. Ross, W. B. Lawkins, \$10; C. C. Swoop, \$25; E. L. Smith, Jas A. Yarbrough. To July, 1850—W. A. Acheson, \$15; E. S. McCall, \$10; W. L. Davis, W. Dickson, \$10; D. C. Galt, \$35; D. B. Smith, \$10. To July, 1850—Johnson Thomas. To July, 1850—D. A. Clark, \$15. To July, 1851—F. H. Jones, \$25.

Arkansas.—To July, 1850—J. B. Marks.

Connecticut.—To July, 1850—J. B. Root.

Florida.—To January, 1850—G. W. Robinson, \$20; Thos M. White, \$20; W. D. Dennis, R. H. Hill, \$25. To July, 1850—J. H. De Post, \$20; Judge J. J. Finley, \$20; W. J. Robinson, \$20; E. W. Gamble, Maj. E. Heyward, \$10; H. A. Green, \$20.

Georgia.—To July, 1850—Col Rich'd Sims, Jas A. Stanger, Mitchell Jones, J. R. Simpson, G. A. Ward, Maj F. W. Robert, Col A. J. Robert, Dr F. A. Tompkins, Maj Geo V. Neal, Col W. A. Macken, J. W. Bunker, Dr B. H. W. Hunter, Dr W. C. Daniels, D. H. Wilcox, James & Black, Barren & Jones, Jas B. Whithead, N. F. Powers, Jas T. Henderson, Col E. G. Harper, J. M. Fann, Lewis & McDowell, Col E. J. Willis, \$10; S. F. Jordan, United States Hotel, Clarke & Co. To January, 1850—Chas Muncey, Alex Mackenzie, W. S. Wilcher, E. H. Pettit, \$10; Col C. Baile, \$20; H. V. Johnson, \$10; Dr W. Jordan, \$20. To July, 1850—Simpson & Gardner, \$15; Hand, Williams & Co, \$10; Jas Jordan, \$20. To July, 1850—Young Men's Christian Association. To March, 1850—Judge W. Gibson, \$10; O. F. Daniel, \$15. (Born—B. Ellis, L. Selmons, and Rowland & Co., of Georgia, were credited by mistake last month with \$5 each, and Hon. W. Gibson was credited \$20 instead of \$10.)

Kentucky.—To July, 1850—Henry J. Peck, \$25.

Louisiana.—To July, 1850—Jas Red, Hymas & Canabot.

Mississippi.—To July, 1850—Dr H. C. Clement, W. S. Magruder, G. W. Humphreys. To January, 1851—Metcalf, \$10.

Nebraska.—To October, 1850—Josiah Hill.

New York.—To September, 1850—Lewis F. Rapp.

South Carolina.—To January, 1850—W. J. Lawton. To April, 1850—J. L. Martin.

Tennessee.—To July, 1850—Dr S. Oldham.

Texas.—To March, 1850—John Thompson, \$25.

Southern States.—J. S. Maxwell, J. H. De Post, Judge J. J. Finley, Col A. J. Robert, Maj F. W. Robert, Col C. Baile, W. B. Lawkins, C. C. Swoop, W. Dickson, Jas A. Yarbrough.

LAW AND AGENCY NOTICE.

The undersigned has returned to the practice of his profession at Washington City and New Orleans. Business at Washington in the Supreme Court, Court of Claims, or in any of the Bureaus or Departments of the Government—Land, Pension, and Patent Office—will be attended to by himself. Business for New Orleans will receive the attention of his law associate, V. H. Ivy, Esq., of that city, and also of himself during a portion of the year.

Washington, August, 1851.

J. D. B. DE BOW.